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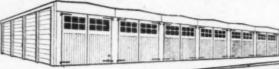


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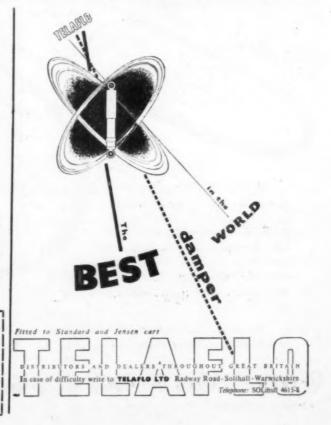
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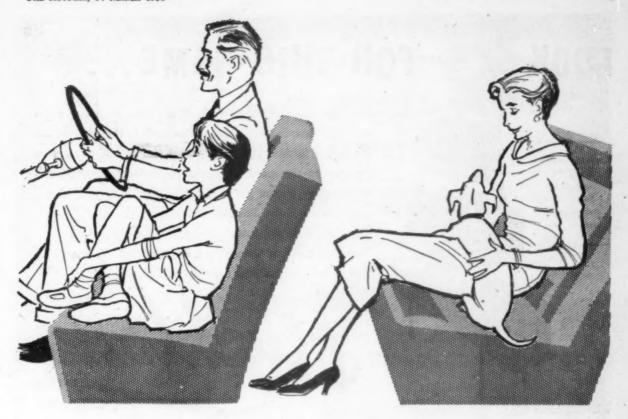
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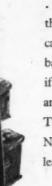
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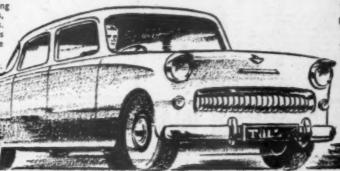
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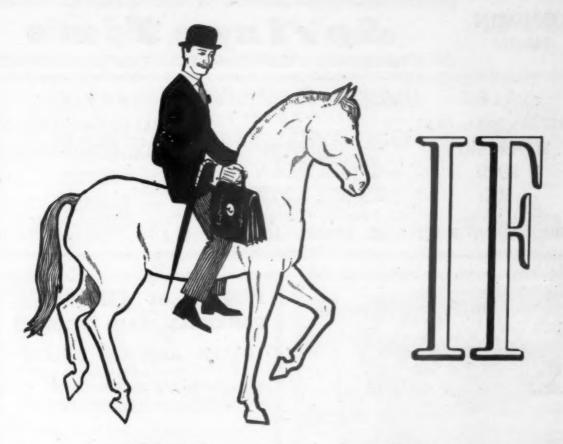
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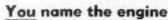
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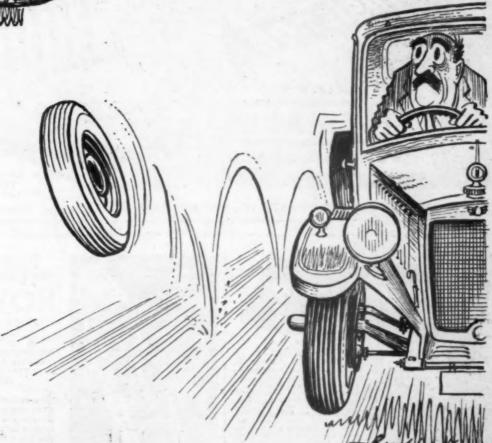
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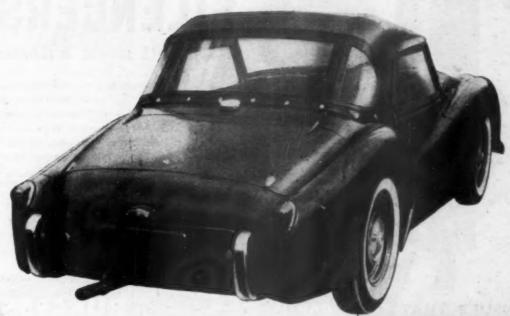
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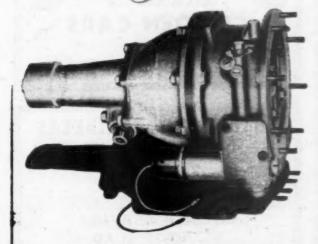
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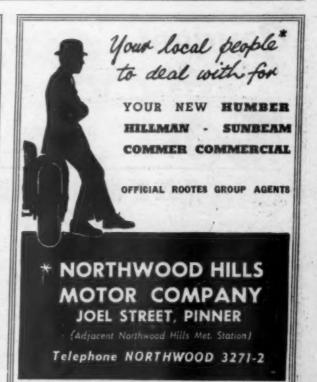
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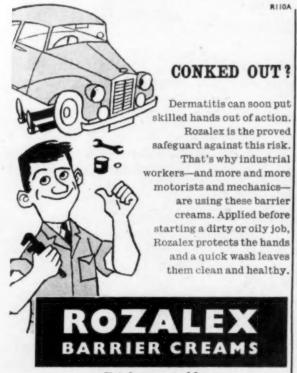
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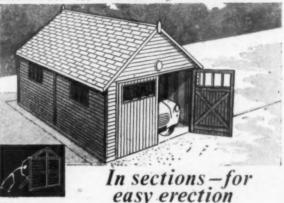
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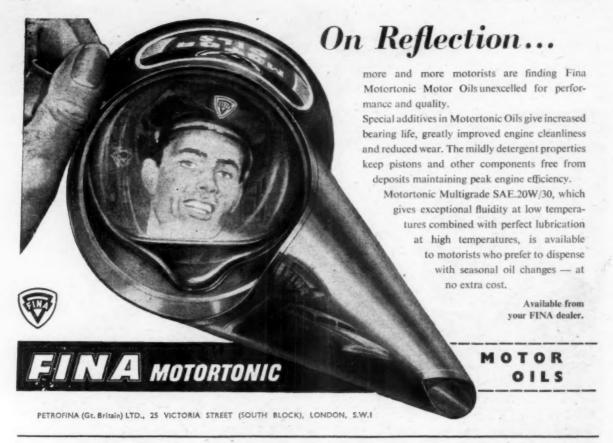
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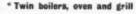
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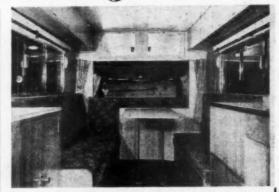
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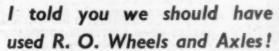
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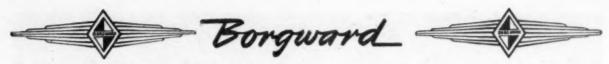
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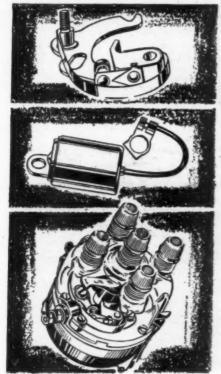
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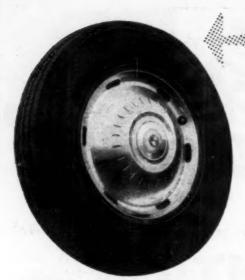


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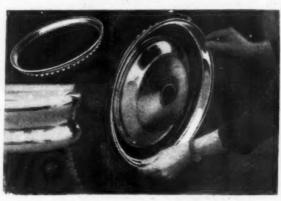
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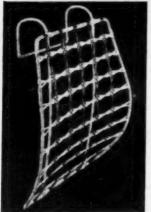
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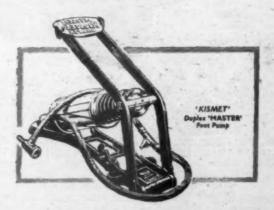
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Holidays Ahead

VERY year more British motorists take their holidays on the European Continent and more visitors from North America come to Great Britain—perhaps travelling on to see Paris, Rome and other historic cities across the Channel. As the home car population increases, more and more families are beginning to see and know, in a way which would have been quite impossible for previous generations, the great variety of delightful places and scenes in the British Isles.

Many pages of this annual Spring and Touring number are devoted to articles intended to help readers to plan their holiday tours and visits so as to make the most of the time available. Sensible planning will help to avoid the pitfails

and delays which can upset a holiday tour.

Although the progress of international negotiations often seems to be so slow, since the war a greatly simplified procedure has been agreed for entry into the majority of popular tourist countries; documents are fewer, as are the restrictions. For those who desire help on leaving and re-entering England the A.A. and R.A.C. have their uniformed staff at every port—sea or air—that a motorist is likely to use. A main consideration today is that of timing; so many people wish to take their holidays at about the same time and to travel at weekends rather than midweek. Facilities are thus swamped at peak periods, and this results in delays and frustrations—not to mention the early morning starts and over-long first days of a tour, which put such a heavy strain on the family good humour.

Our advice is to make travelling arrangements and key bookings early, and also to look after passports and foreign currency in good time. Have the main outline of your tour clearly in mind, but be content to let the details fall into place as they will—overplanning may turn a holiday into a military operation. Do not try to do too much; give yourself time to relax and enjoy the unexpected

things as well as the planned ones.

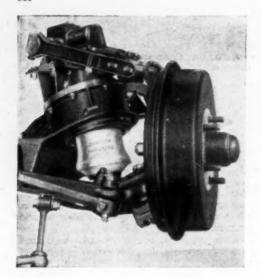
Those Vehicle Tests

NE wet afternoon a few weeks ago Ministry of Transport officials were present at a specially arranged gathering of early cars in the Crystal Palace grounds. The purpose was to witness their performances, with particular regard to braking efficiencies, and to inspect their chassis from the safety angle. Indications were that the official reaction was favourable, and that owners of Veteran and Vintage cars need have no fears of excommunication from the roads, provided that all equipment is kept in first-class order.

Naturally brakes on two wheels only are not so effective as on four, but these old cars are perfectly safe if driven with appropriate discretion. An antique's greatest safety factors are its relatively low power output and its driver's sense of responsibility. He knows the limitations of his charge; he knows, too, how many hours of painstaking restoration work can be brought to nought in a split second's misjudgment. He cannot walk into a vast spares depot and replace damaged parts—some parts would have to be made or fabricated; he cannot even entrust repair of such a treasure to an average garage. That is why many insurance brokers will tell you that the really old cars are a fair risk.

It is the lack of this proper sense of responsibility born of necessity that causes so many owners of more modern cars to neglect proper care and maintenance. On almost any journey one can pick out cars which are sadly in need of the attention due to any vehicle let loose on the public roads. Since you run a car, it is your responsibility to yourself and your fellow-citizens to keep it up to scratch. If you don't, beware the Man from

the Ministry!



PNEURIDE AIR SUSPENSION

Air Diaphragm in Place of Steel Spring: A New Dunlop System

An air spring of the diaphragm type adapted to an existing front suspension in which it takes the place of a coil spring

AIR suspension has been adopted already by several commercial vehicle manufacturers in this country, and most experimental departments of British car manufacturers have development vehicles so equipped. The Dunlop Rubber Co., Ltd., appreciating the future importance of this system, have established in the past two years a special department to work in conjunction with manufacturers in producing these new designs. Air suspension involves many new problems of vehicle ride and controllability. Dunlop have realized that to develop a successful system, all these aspects must be integrated. Their department, therefore, is manned by technicians who are concerned with all aspects of the problem, and not merely the particular items which the company will manufacture and supply.

manufacture and supply.

Chief advantage of air suspension is that it can be adjusted automatically by regulating the air pressure in the springs, so that a constant static deflection is achieved regardless of load. The two

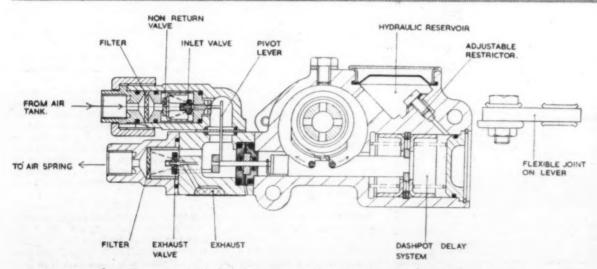
types of road transport which would most benefit from this system are at opposite ends of the scale—the heavy commercial vehicle and the small family saloon, both of which have a high ratio change of weight between laden and unladen.

There are two main types of air suspension systems. One has bellows (of either circular or rectangular form), usually of double convolution pattern; and the other a diaphragm, or rolling pack mitten, in conjunction with steel canisters. The flexible element of each is manufactured of nylon-reinforced synthetic rubber. At the present stage of development, the former is the more widely used on commercial vehicles, but the latter is more suitable for passenger cars. To obtain the lower spring rates required by passenger vehicles, bellows would need to be of triple-convolution construction to accommodate the longer strokes, and the air reservoir would be very large. Moreover, the stability of the bellows would be inferior.

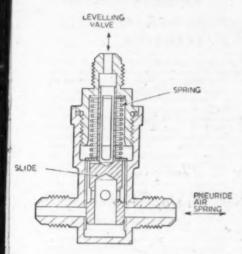
Diaphragm air springs are better suited

to meet passenger car conditions. They are completely stable throughout their entire length of movement, and the load-deflection characteristics can be arranged precisely to suit individual vehicles. This is achieved by adjusting the shape of the canister and piston over which the diaphragm rolls. In effect, this produces a variable effective area of the piston, achieving a soft ride at normal height while allowing a rapid fall-off in load on rebound and, conversely, a rapid buildup on bump.

As any type of air spring lacks lateral stability, it must be used in conjunction with axle controlling linkage. For front suspension with the almost universal wishbones, no extra linkage would be required in changing over from coil aprings or torsion bars, and the canister could be accommodated easily in the space available between the wishbones. At the rear, assuming that a rigid live axle is retained, trailing arms with a Panhard rod or similar means of lateral location would be required. Properly de-



Sectional arrangement of the Pneuride levelling valve, showing the hydraulic dash-pot delay system



An isolator valve is required when one levelling valve is used to feed two opposite air springs

signed, this could have the advantage of ensuring more accurate control of the axle than with half-elliptic leaf springs. Air suspension has no inherent damp-

Air suspension has no inherent damping properties. While some damping can be obtained by restricting the passage of air between the springs and reservoir, hydraulic dampers are needed to control the inertia effects of the unsprung masses. This system also permits a much softer ride and, whether laden or unladen, a much greater range of wheel movement is used at either side of the static position. The combination of these two features means that the dampera are required to do more work than with a normal leaf spring suspension, which has inherent damping characteristics because of its extra friction. Thus, development of a successful air suspension system will also require a new approach to damping, and the present principle of forcing oil through restrictor holes may be superseded.

Irrespective of the design of spring

Irrespective of the design of spring used, an air suspension system requires an engine-driven compressor, a system of levelling valves linked to wheel movement, and an air tank which feeds air to or from the air springs through the action of the levelling valves. The levelling valve, mounted on the chassis, is connected by a lever to the suspension system, so that when vehicle loads are altered, movement of this lever operates the valve, admitting or exhausting air and thus raising or lowering the vehicle until the lever assumes its static position and closes the valve.

It is important that the levelling valve operates only at a change in load, and not at normal road-excited movements; in the Dunlop system this is achieved by an inbuilt delay device. Opinions differ as to the exact length of delay which is desirable. For commercial vehicles a time cycle of approximately 8sec is acceptable, but it is considered that this will need to be reduced for passenger vehicles.

This problem of levelling is one on which development work has not been by any means finalized. The main difficulty is to provide a system of valves that operates quickly for a change in load but is isolated when a car is travelling through fast bends, so that handling characteristics are not impaired.

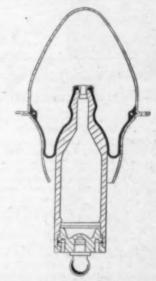
The Durilop levelling valve incorporates a hydraulic dash-pot delay device. Movement of the lever operates a torsion spring within the levelling valve, which allows the dash-pot piston to force oil through an outlet. This has an adjustable orifice with a predetermined delay period, after which the piston shaft will move sufficiently to open the inlet valve by means of a pivoted lever. Air is permitted to pass from the reservoir until, at static height, the lever is returned to its neutral position and the valve is cut off.

During unloading the lever moves in the opposite direction, the dash pot is again loaded, and at the end of the delay period the piston shaft operates the exhaust valve through two push rods. A non-return valve is included in the inlet valve system to prevent spring pressure fluctuations from forcing air through the inlet valve back to the supply.

Usually there are three levelling valves on each vehicle—one for each spring at the rear, where most change in load takes place, and one only at the front, feeding both air springs through an isolator valve which permits air flow to and from the springs without loss of roll stiffness. If levelling valves were applied to all four wheels, diagonal loading could result, because any two diagonally opposed air springs could accept the greater proportion of the load. An installation with two or three levelling valves avoids this condition, but where two springs are fed from the same valve, an isolator valve is interposed. This allows air to be admitted or exhausted from each spring through the levelling valve, but permits only a predetermined small amount of air to pass between the springs themselves.

The air system can be either of the open of closed circuit type, but Dunlops favour the latter because it reduces condensation troubles, and the necessary filters can be smaller. In a closed system, the extra input of fresh air to allow for leakages is approximately 90 per cent less than in an open system.

Laboratory work at Dunlops has shown that the life expectancy of the rubber bellows or diaphragm is very high. Endurance tests have proved satisfactory for 4



A typical air spring for passenger car use showing the diaphragm and conisters, the form of which is modified to suit the ride requirements of individual cars

A diaphragm type unit adapted to the rear suspension of an existing car. The live axle is located with trailing arms and a Panhard rod



SUSPENSION RESERVOR

AR COMPRESSOR

ENGINE

ENGINE

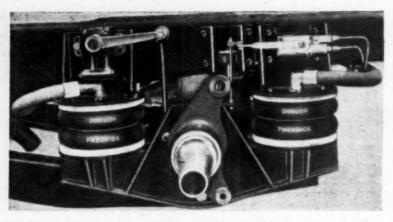
ENGINE

ENGINE

ENARGING
VALVE

UNLOADER VALVE

Basic elements of an air suspension system applied to a commercial vehicle. Extra volume tanks are not required with diaphragm and canister type springs



Bellows type units as used on commercial vehicles. Often two bellows are required at each side to support the vehicle load; they are mounted on a pivoting yoke attached to a trailing arm for the rear suspension

PNEURIDE AIR

million full-stroke cycles (bump to rebound) without any deterioration; it is estimated that one million cycles are equivalent to 100,000 road miles.

At the moment it would appear that air suspension will be more costly. The diaphrams, canisters and attachments would seem to be comparable in cost to the mechanical springs in current use, 60 that the expense of an engine-driven compressor, levelling valves, air reservoir and pipelines would be additional.

Most American car manufacturers are

offering air suspension as an optional extra, and it costs approximately \$125, or around £45; it is being fitted to approximately 10 per cent of the total output. If air suspension were adopted on a wider scale, the air supply could be used for brake servo-assistance, window and seat operation, windscreen wipers and other auxiliaries.



Testing Preliminaries

A LTHOUGH the preliminary details of the compulsory testing regulations have —as promised—now been announced by the Minister of Transport, the introduction of the scheme proper is still a long way off, and is not expected to come into force until the beginning of next year. Last Friday's announcement that the fee payable was to be 15s per vehicle brings us a stage nearer, however, and the next step will be an invitation to garages to apply for appointment as official testing stations. Then, the scheme which Mr. Watkinson evolves will have to be ratified by both Houses of Parliament. At present the plans are that compulsory testing will apply to all private vehicles (including goods vehicles) first registered ten years or more before the date on which the scheme is introduced. This is likely to mean vehicles first registered in or before 1948; others will be exempt until such time as the starting date of the ten-year limit is advanced.

Accident Warnings

POLICE in Buckinghamshire have adopted some specially-made warning signs for use at night, to prevent fastravelling cars from running into wreckage after an accident. The lettering is in red—made reflective by the use of Scotchlite tape—on a dark blue background. They are intended to be placed about 250 yards from the scene of an accident, and are claimed to be visible at night up to 300 yards away with dipped head lamps. Nevertheless, the lettering may not be legible until a car is fairly close, so they should not be placed so as to form an obstruction. Although driving beyond the vision provided by head lamps is not justifiable, space should be allowed for cars to overshoot them.

NEXT WEEK

TWO Important Reports, fully

- * GENEVA SHOW.
- * R.A.C. RALLY; also-
- * GERMAN Miniature Cars.
- ★ First of a new additional Road Test series. 1. "Hot" Minors.
- ★ All the usual features—news, The Sport, Accessory Review.



Mr. Nubar Gulbenkian takes delivery of his specially converted Austin taxi from Jack Barclay's Mayfair showrooms (see right)

French Petrol Vouchers

IF you require petrol in France for your holiday, you should buy cash vouchers with which to purchase it. This is best done before leaving, and the price has to be deducted from the total sum allowed to you—car and personal. It duplicates work and may cost more to obtain your various allowances—cheques and money—first. Instead, you should go to Cooks with car carnet and passport, and purchase vouchers needed up to the maximum allowed of £14. This figure will be entered on your passport. If you work in the reverse order you will simply have to give foreign exchange or travellers' cheques to Cooks for your coupons.

If the maximum allowance obtainable

If the maximum allowance obtainable in England is insufficient, you may still obtain more vouchers in France at port of entry or at banks, but the exchange rates may not be so good. If you buy vouchers' in France, use these up first for they cannot be cashed on return.

Synthetic Rubber Claim

A SYNTHETIC rubber, claimed to have equal qualities to those of natural rubber, is stated to have been developed by the B. F. Goodrich company of the United States. It is called Ameripol Sn, and is said to cost less to make than the price of natural rubber, and to have the same molecular structure. It is claimed to have a high resistance to heat.

Unique Taxi

BUILT to provide nimble yet luxurious transport in London's crowded City and West End, a most unusual taxi was supplied to Mr. Nubar Gulbenkian, the financier, last week. Based on a standard Austin taxi engine and chassis, it

has a razor-edge body of brougham type, with sliding de ville extension above the driver's cab. Sides and rear are decorated with canework; the radiator shell is surmounted by a Rolls-Royce mascot. As has already been reported, the owner's request for a Rolls-Royce radiator shell to be fitted was turned down; but we know of an Austin Princess to which one of these radiators has been fitted, and abroad there is an M.G. with a scaled-down Rolls-Royce radiator. Upholstery is in dark green cloth, brass carriage fittings are used and windows are electrically controlled. The conversion was carried out by Panelcraft, of Putney; upholstery and finish were by James Young, Ltd.

Caravan Council Retirement

ADMIRAL SIR NOEL LAURENCE A has announced his resignation, be-cause of ill-health, from the presidency of the National Caravan Council. A keen caravanner for many years, Sir Noel was appointed hon. liaison officer for countryside preservation by the Caravan Club of Great Britain and Ireland in 1939. After the war he became chairman of the Caravan Club—a position which he held for six years—and was elected to his present position on the National Caravan Council in 1952; he was its first president.

American Slump Continues

ALREADY this year British and other European cars are selling in America at about two and a half times the speed that was achieved in 1955, but the re-cession in the home market for American cars continues. Last year Detroit reduced production by a quarter, but stocks of unsold cars still mounted, while imported smaller cars continued to increase sales.

The big three manufacturers—General

Motors, American Ford and Chryslerare known to be studying the low price market to see if they can recapture any of the lost ground, but model changes of such magnitude cannot, of course, be made in days; years are needed. Years ago, so-called low-priced models of the American manufacturers' ranges ceased to come into the small car market.

Experts in America say they believe that U.S. manufacturers could produce a that C.S. manufacturers could produce a car with a wheelbase of no more than 8ft 4in which would sell for less than £640, and that this is the project on which the big companies should embark. All rumours that the Big Three are to start production of a small car have been officially denied. Among them was the untrue whisper that American Ford would start producing an equivalent of the British rude. Arelia British-made Anglia.

Labour problems also exist, and an unknown factor standing in the way of low-priced car production in the U.S. is the United Automobile Workers' Union. They have presented record demands to the manufacturers, and before any of them embark on new projects, small or large, cheap or high-priced, the labour side of the picture will have to be resolved.

New Factory in France

LAST week, as a further extension of Standard Motor Co., Ltd., ope second factory in France. It Beauvais, 60 miles north of Paris, organization. Ltd., opened It is and it will handle machining work which was previously carried out by sub-contractors, mainly for Standard-Hotchkiss, the company's French affiliate which makes Ferguson tractors.

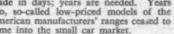
New Touring Map of Britain

AN excellent touring map is the A and B Roads Atlas of Great Britain, which has just been published by W. and A. K. Johnston and G. W. Bacon, Ltd., Edina Works, Easter Road, Edinburgh, at 8s 6d. Roads are in red, over green-tinted contours, and all are marked with their road numbers. The sections which,

at 6 miles to the inch. cover 120 miles by 78 miles, are printed on stout paper and enclosed in a strong Linline fabric cover. Single-page size is 13in by 10in, but for easy stowage the atlas folds to 13in by 5in. Particularly useful are simplified street maps of principal

FIRST APPEARANCE and personal delivery
—Mr. Harold Radford with the special Silver Cloud which Rolls Royce have ordered for exhibition at the New York show (opening 5 April), before ir departure last weekend. This car is a standard-Silver Cloud fitted with the majority of the 35 Radford Countryman

adaptations, of which one is seen in use



I.B.C.A.M. Dinner

THE many guests of the Institute of British Carriage and Automobile Manufacturers' dinner at the Grosvenor House, London, on 3 March, heard impressive figures of British vehicle export values given by the president, Mr. H. W. Light in his response to the toast of the

For 1957, the total sterling value of vehicle exports by the British industry was £446,982,251, and the post war value of exports, including spares, between 1945 of exports, including spares, between 1 and 1957, amounts to £3,347,426,708.

Genuine Spares

A SCHEME to publicize among motor-ists the importance of using genuine factory replacements—rather than so-called "spurious" spares—and especially factory relined brake shoes, is to be launched in Manchester on 21 March by Girling, Ltd.; the aim will be to bring home to the motorist the importance of regular checks of car brakes, and to make him as ready to have his brakes brought to and kept at full efficiency as he is to replace worn tyres. A leaster which is being circulated to all garages points to the advantages of factory replacement shoes, which are correctly riveted or bonded, precision ground to specified con-tours, and are simple to fit.

It is intended to support the scheme by personal letters and pamphlets to owners of cars fitted with Girling equipment. If the Manchester pilot scheme proves successful, it may be extended to other areas.

WESTMINSTER COMMENTARY

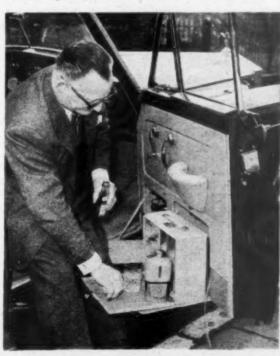
Budget Day is fixed for Tuesday, 15 April, and the air is thick with pressure and rumour of the favourites in the race for whatever largesse the Chancellor of the Exchequer may have in mind to dis-tribute this year. One thing is certain— there is a large Budget surplus, so the means, if not the desire, is there to hand for Mr. Heathcoat Amory. Of the many troubles of the motoring community none is more irksome than the high tax on petrol and oils, and no one can deny the justice of the representations which have just been made to the Chancellor by the Institute of Taxation on this issue.

One must not forget the presence of the Minister of Transport in the Cabinet.

Mr. Watkinson had enough influence to secure an additional £13½m from the Treasury for the roads in the coming financial year, and probably nothing could contribute more to stabilization and lower prices generally than a reduction of duties on petrol and oil which are an acknowledged necessity in transport, industry, power and heating.

London Airport. The cost of the road link between London Airport and the Chiswick fly-over is estimated by Mr. Watkinson at £9,500,000. The line of the road has not yet been decided. This stretch of highway may be a double-decker proves. decker route.

Staines By-Pass. A draft order for the Staines by-pass, setting out proposals for alterations to side roads affecting this improvement, is likely to be published before the end of the month. If there are no serious objections and no special difficulties over land acquisition, construction ties over land acquisition, construction could start towards the end of the year and be completed before the end of 1960.



Disconnected Jottings

BY THE SCRIBE Barry Appleby Drawing

Colour and Climate

HAVE never favoured gaudy colours for my cars; there are times when even dark black with a mud film is as much as I can bear to regard. Black inside a car is a restful, practical absence of colour, and so easy to match when retouching damage.

match when retouching damage.

When holidaying in the south of France or in Spain one's personal colour balance may be altered temporarily by the riot of local colour, and a salmon, lavender or orange car may appear pleasing and in place. Presumably a similar transformation of scene has the same effect on taste in Florida, Santa Barbara or Hawaii. Car colours are at their brightest in such places, I am told, and generally the weather is good; a drawback with most bright objects is that when they get dirty or battered they look at least twice as unkempt as their plainer counterparts.

Colour and Shape

PERHAPS I am out of date in preferring a quiet colour for a car; recently my mind has been less made up on the subject. During the past year British cars have been getting brighter, and there are some good examples of two-tone finishes looking very nice indeed because the car had been styled in the first place with two tones in mind.

Footes cars have been gay for quite a long time past. Recently Fords have been seen with daring new two-tone schemes which, when clean and bright, look unusually attractive. I think the two-tone cars which look poorest are those that have obviously had a second colour added on as a styling afterthought, so that the dividing line bends and kinks, following no natural level or scheme. It gives the impression that the painter thinks the car boring, or ugly, and is experimenting with camouflage.

If two bright colours are tastefully blended and artfully applied, and so long as other decoration is severely restricted, the car carrying them is welcome to brighten my drab street or office parking lot. Who knows—by the time I can afford a new car, I may order it in mauve and chocolat au lait. But not those dull, suburban fawns and beiges.

Camouflage

As a boy I was told that a tiger's black stripes on a golden coat were provided as camouflage; they were the shadows of the jungle. Subsequently I have observed nature's colour codes in use in many places.

England is rather a black and white country, where it is not green, and so a zebra would be better camouflaged in a built-up area than would a tiger or leopard. A cold, colourless sun casts black and white stripes at many

angles and in many places.

Why, then, use black and white stripes for road crossings when a colour would show up so much better? And (an even bigger) WHY do some councils put up black and white striped boards behind 30-mile limit signs? This simply helps the ring and figures to merge into the background of tree-trunks, poles and Tudor cottages—the Portsmouth road at Virginia Water is an example. The natural warning colours for British roads are yellow and red.

Bottlenecks

A GRAVE snag in traffic flow which occurs in any big city seems to me to arise from two facts:—

Fact No. 1: In the Victorian railway boom, the most reckless interruption of streets was permitted, so long as there were the occasional widely spaced gaps through the embankments which were raised. Nearly all London's bottlenecks suffer because traffic is focused and confined by these insufficient gaps beneath, or over, the rail-

Fact No. 2: Police and civilian traffic planners, having designed a theoretical maelstrom or traffic whirlpool, deeply resent the strings of car and van regulars who have found a slip-round by-pass. Drunk on parade, or improperly dressed on parade, are minor matters compared with absent from parade! Close those improper sneak-bys!



Improper sneak-by

Customers Held

N OBODY has got round yet to closing a by-pass round a city because it robs the special High Street traffic plan of customers, but London authorities are awfully good at sealing off the sneak-bys which permit the more

knowledgeable to decrease bottleneck congestion. In Birmingham an extremely successful solution has been adopted—as long as they are all whizzing round in one-way circles, it thought, they will not worry about the fact that they are not getting any place.

A stranger in theese-yur-parrts, I recently left the town of Birmingham in the evening rush hour. Before I finally cleared the built-up areas, I had a journey time which would have disgraced me, in the town of London, from Westminster Abbey or St. Pauls to any point where cows graze peacefully in fields. Unlocal, I didn't know the sneak-bys.

And as to Manchester . . . ah, Manchester.

Tyre Cocktail

N an article in the Financial Times, an extraordinary figure is given for the relative amounts of rubber, and of chemicals to harden and improve it, in an ordinary tyre. It is 50 per cent weight of rubber, 35 per cent chemicals. The rest of the tyre is estimated at 12½ for the carcase fabric, and the small remainder is accounted for by the wires in the tyre beads.

Rubber costs 1s 11d a pound, though you would not think so on hearing some drivers go round corners.

Taken for Professional

R UNNING in a new car recently, I gave a lift to a delivery driver, his profession indicated by a pair of trade plates and a diminutive suit case. I was using part-throttle acceleration, quite high cruising speeds, and also frequent coasts in neutral. The coasting was for economy, because on a good road through boring countryside in winter, I could not hope for a high average speed, and the attempt to get an improbable m.p.g. figure lent interest to the journey.

These techniques to take care of the engine, to get along as quickly as possible, and to use very little petrol, were at once obvious to my passenger, and he asked: "Where are you delivering this one?"

Tomorrow and Tomorrow

N a West German newspaper, somebody has advertised a Lloyd 600 which has been "in continuous use since 1596." I am doubtful, but not altogether. Shakespeare, who was around at the time, wrote "I'll fetch thee with a wanion," and scholars have never been able to decide just what this wanion could have been.

'The day our

STANDARD TEN

arrived ...'



Mr. Smith, our neighbour, took this photograph the day our Standard Ten arrived. As you can see we were thrilled to bits. We still are. Jim, my husband, says the Ten has a really exciting engine and its more than modest petrol consumption suits our budget fine. I love the smart dual-tone upholstery, and the comfy, roomy interior, and it is such an advantage to be able to fold the back seats forward and have so much extra luggage space, especially Price: £435 Plus P.T. £218.17.0 when we go on holiday.'

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To Portugal

THERE cannot be, I think, many sights in Europe more impressive or more beautiful than Vigo harbour, in Northern Spain, on a brilliant, blue and silver summer day. On just such an afternoon we sailed up the wide river mouth—the hills on either side were dotted with white, redroofed houses and the sea was a deep, clear blue—to begin a three-week motor tour of Portugal and South-West Spain.

Our decision to take our Ford Consul by sea to Vigo had been made mainly because we felt that it was too far to drive all the way to Portugal and Southern Spain and back again in the time allotted. From enquiries we learnt that the Royal Mail Lines called at Vigo, and it was possible to travel at a cost of £12 each for a third-class single passage. The car fare was £22 single, plus about £5 for loading and landing charges. Allowing for the fact that we were at sea for two and a half days, compared with about four days for the overland trip, and that all our meals were provided, we estimated that it would cost approximately £10 more to go by this route and return by road.

We felt that the plan would be worth every penny of the extra cost, and we were not disappointed, despite the fact that the shipping company makes a point of trying, with lurid reports of unsuitable conditions, to dissuade Britishers from travelling third class to the Iberian peninsula. The company's reason for this is simply that third class accommodation is really intended for immigrants to Latin America, and the special austerity form intending British passengers are asked to sign—"it passes the

BY SEA

Easy Way Out—
And They Took
Their Car
With Them

BY GILLIAN STATHAM





Above: The Ford Consul being unloaded from The Highland Monarch at Vigo. Below: The desert-like road from Seville to Roade—hot, dusty, sandy



To Portugal—BY SEA

buck," as it were, to the traveller—made us slightly apprehensive. But we need not have worried, for during the summer months most of the accommodation is taken by British holiday makers, usually business and professional people hoping to cut the costs of long-distance travel to a practical and comfortable minimum. And although conditions were rather austere they were perfectly adequate for people not obsessed with the idea of luxury travel.

We boarded the boat, The Highland Monarch, at Tilbury. The car, originally to be loaded at London docks, was also taken on at Tilbury, and the ease and comfort with which all the formalities were completed—there are R.A.C. and A.A. offices there—was a pleasant change from the scramble of Channel crossings. The whole operation, from dockside to cabin, could not have taken more than 45 minutes, and similarly at Vigo we were off the boat, through the customs—and how very much more pleasant the Spanish customs authorities are these days—and away in no time at all.

No traveller to Vigo should miss the opportunity to motor fifty odd miles north, along a fairly good road flanked by magnificant size of the state o

ficent river scenery, to visit the stately, still rather medieval town of Santiago de Compostela. Once one of the three great centres of pilgrimage for Christianity, it has a beautiful 12th-century cathedral containing the tomb of St. James the Apostle, and there is an air of dignified calm and graciousness about the whole

town that takes one far away from the 20th century.

It was two years since we had visited Spain, and our main impression throughout a trip that took us south to Malaga and back to France via Madrid and Pamplona, was that the Spanish authorities have made, and are still making, tremendous strides in the improvement of their roads. That is not, of course, to say that there are no black spots; Spain would not be Spain without occasional potholes and uneven surfaces, but motoring

on some of the principal roads is now almost as pleasant as in France.

Portuguese roads, always rather superior to those of Spain, are also under repair, and the main road from Oporto to Lisbon, which we travelled on our way south from Vigo, was being virtually re-built in its more mountainous areas. Every few miles we saw gangs of workmen busy cutting new routes through the hills, and eventually this will be a first-class highway. Portugal, it seemed, is still almost unknown to British tourists, mainly one imagines, because of the distance.

This, though refreshing to those of us who want "to get away from it all," is, in a sense, a pity, for it is possible to live there at an amazingly low cost and the Portuguese are friendly, generous and acrupulously honest. Some pensions still charge as little as 12s 6d a day for room, meals, wine and service and, unlike so many Spanish pensions, have an excellent, if simple, standard.

Lisbon, too, where excavations for the installation of an underground have disrupted traffic, is remarkably reasonable in its prices for a capital city, and a four-course dinner at a first-class restaurant, with wine and service, need cost no more than £1 a head. In Lisbon, incidentally, there are so many taxis—Mercedes diesels—that each bears a number up to 30, and when the date coincides with the number, they must be taken off the road for servicing.

We found that branded petrol in Portugal was not nearly as efficient as premium grades here, and it was necessary to retard the ignition of the Ford to the limit of the micrometer adjustment. This, of course, was necessary also in Spain, although we used the higher grade plomo petrol—when we could find a station selling it. Portuguese petrol is about 5s a gallon, and filling stations are fairly frequent, even in the remoter areas south of Lisbon.

The Portuguese state-run pousadas, similar to the Spanish parradors, are a joy to the traveller, and one at which we stayed near the much-praised but very Blackpool-ish Nazaré, was filled with great bowls of sweet-smelling eucalyptus. Charges were about £1 6s a head for dinner, wine, bed, breakfast and service.

From Lisbon we made our way south, crossing the Tagus on the car ferry—a 15 minute journey that costs about 5s—and then





motored about 80 miles to the pousada at San Tiago do Cacem. The road, though winding, is fairly good and busy. Unlike the Spanish, the Portuguese do not hug the centre of the road or refuse to budge for anything less than a tank, and although their road sense leaves something to be desired, they are, for the most part, courteous. Our nastiest moments came not so much from vehicles as from slap-happy cyclists, wayward chickens and absent-minded donkeys.

After a night at San Tiago we turned east, crossing the frontier into Spain at Rosal de la Frontera after passing through numbers of Portuguese villages which bore most obvious signs of Moorish influence. The road from the frontier to Seville is a poor one,

often excruciatingly narrow and potholed.

Once at Seville, we decided on our most risky route—along secondary roads through Andalusia to the ancient town of Ronda, and from there to the coast. This trip should be undertaken only by the bold, the foolhardy or the truly adventurous, for although it takes one through the beauties of inner Andalusia—we watched horsemen riding over the vast plains in the morning

THE OVERLAND JOURNEY to Portugal involves a 1,200 miles drive from Calais through France and Spain to Lisbon, taking up to four days. Five shipping companies have sailings to Vigo (the nearest Spainth part) or Lisbon—Royal Mail, Booth, Blue Star, Fanu (London agents Stelph and Leighton) and Currie Lines. Single fare for a car is approximately £12; for passengers, they vary between £12 and £35 according to class.

Advice and information on touring is readily furnished by the Partuguese official Bureau at 20, Regent Street, Landon S W I.

The unit of currency, the escudos, is approximately equivalent to 3d—80 escudos to the £. Branded oil and petrol are available — 82 octane fuel costs \$s per gallon, and there are no restrictions.

Rule of the road is - keep to the right; traffic approaching from the right has priority, except where the international priority sign rules differently.

British motoring visitors require an international driving licence and carnet; an insurance Green Card while not essential, is desirable; the motoring organizations are able to give advice and to handle this aspect of preparation for a tour in Portugal.



sunlight—the roads are often worse than cart tracks and, for the most part, like desert roads—sandy, dusty and burningly hot. There are few, if any signposts, and we had great difficulty in checking our position with the locals, many of whom, anyhow, could not read when we showed them the map.

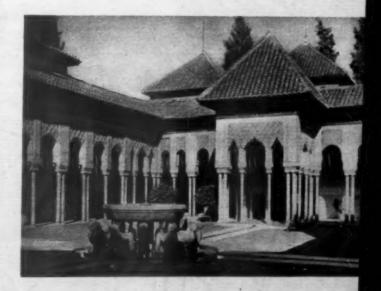
From Ronda to the coast, the surfaces improved, although for 30-odd miles we travelled along tortuous, twisting roads which left us so dizzy that it was a relief to reach the main Cadiz-Malaga road, which is smooth, swift, and wide. From Malaga we drove to Granada, along a road built amid the rosy-peaked Sierra Nevada, and at Granada were astonished to find that the beautiful Alhambra has remained unspoiled despite the intrusions of tourism—an invasion, incidentally, that seems to have turned a large percentage of teenage boys into first-class touts.

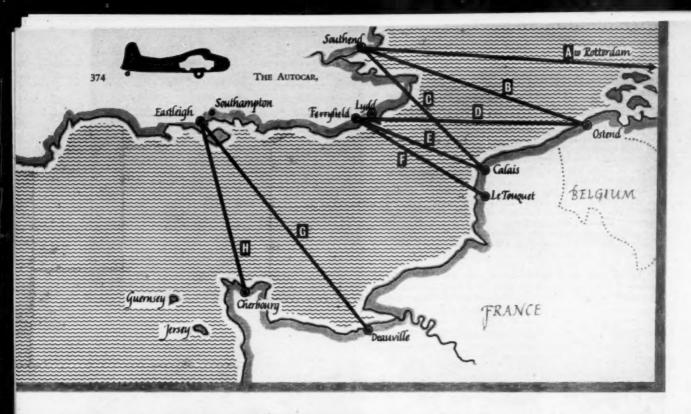
Anyone who travels from Granada to Madrid and has time, should stop for a night at the parrador of the Virgen de la Cabeza, near to Andujar. Situated literally on top of a mountain about 20 miles from Andujar, on the main Cordoba-Bailén road, it is completely isolated in country that teems with wild life. The road that leads to it is only a secondary one, but the view from the mountain top is worth every minute of the rather agonizing 45-minute drive.

The Bailén-Madrid road seems to be one of the show pieces of Spain; still under reconstruction, it by-passes most of the towns and villages en route, and anyone who wants to visit Toledo before reaching Madrid must leave this excellent highway and take a road that well lived up to the description of a Spanish lorry driver—" very bad in parts."

From Madrid we began our homeward trip through France to Dieppe, determined that one day we would repeat our sea voyage and explore still further the beauties of Portugal and Southern Spain. Above: This small Portuguese village near the frontier shows the obvious Maorish influence evident in this area of Portugal

Below: A main court in the magnificent Alhambra at Granada

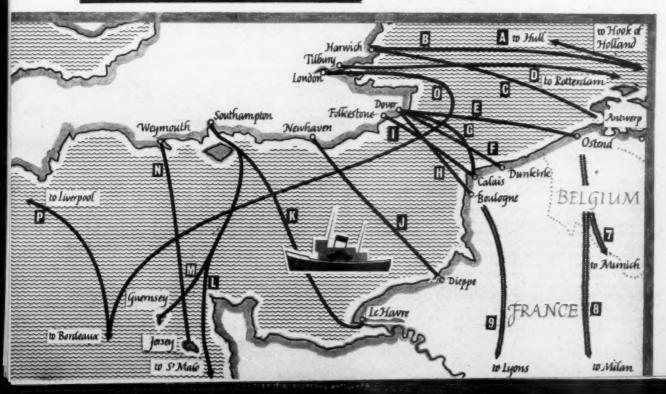




WAYS TO

By Land, Sea or Air -

Here is Your Guide





SEA			

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NOTE: Currencies shown on this map are those at the time of going to press, and are the official rate of exchange; in France, for example, it may be possible to obtain a more favourable rate than 1,176 francs to the £1. Petrol prices are given in black pumps for premium, and white for standard grade.

OVERLEAF will be found the guide to sea routes to Scandinavia and Spain, and the rail services. The information on these pages has been compiled from brochures and leaflets provided by the Automobile Association.

ROSSING the Channel? Dover to Calais presumably? This or the neighbouring sea passages to Boulogne, Dunkirk or Ostend are all too often the first choice of the majority of tourists, who seldom consider the possible alternatives. It is a pity, because some of these can prove to be more satisfactory for touring in certain areas.

A glance at the charts and the tables on this page and the next quickly shows which car carrying service will be the best to fit in with your holiday plans. For touring in Spain, for example, there is obvious advantage in crossing by Newhaven-Dieppe, thus starting your motoring considerably further south; or Southampton-St. Malo, perhaps?

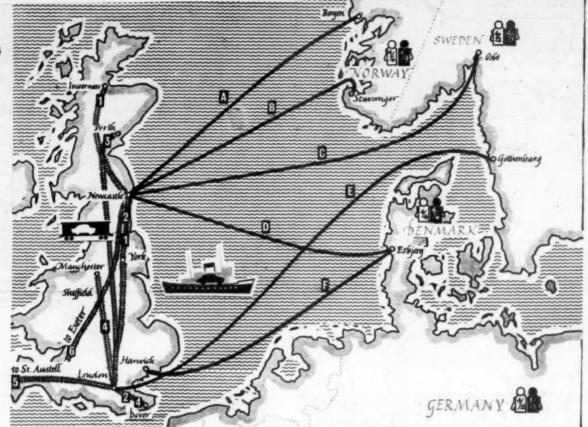
Opposite you will find the air services, which now compete for your play with the somewhat excessive charges which are

Opposite you will find the air services, which now compete favourably with the somewhat excessive charges which are levied on some of the sea crossings. Motorists living in the south or west may possibly save time and expense in cross-

south or west may possibly save time and expense in crossing by air from Southampton to Cherbourg.

Overleaf are the rail services within the country, and the three Continental rail sleepers to Lyons, Munich and Milan; and on the next page also are the sea routes to Scandinavia. Here prices are very reasonable, and for much longer crossings the charges are similar to many of the cross-Channel routes.

All the charges and fares listed are single; except on the British trains the return charges are nearly always double. Passenger fares quoted are the cheapest available—usually tourist class—for one adult. Fares for children are generally less than the adult fare. Car charges quoted are invariably at owner's risk except on the air crossings, which are always automatically at company's risk. On certain peak dates the charges for air crossings are higher than



those quoted; but the dates when these apply are announced in advance. Frequency of air services is in terms of one every few minutes during the summer, and it should be mentioned that there are intermediate charges by length, in fin stages, for cars being carried by air.

Readers are reminded that times and charges of all the

services are subject to alteration without notice, and the information given on these pages is intended primarily as a guide for holiday planning.

Sailing times vary in almost every case from month to month, so that it has not been possible to give details of actual sailing programmes. The voyage durations are based on the summer sailing times.

on the summer sailing times.

Just as we closed for press news came from the British Transport Commission that this year two extra car sleeper services will be operated every weekday from London to the West Country. First of these will run from Waterloo to Exeter, and the charge will be £9 5s for cars and drivers, and £2 17s 6d for each passenger in addition to the driver. The other will run from Waterloo to Barnstaple, and the charge for car and driver will be £9 15s and £3 2s 8d for char each

0 St. weel

T trave New In b plete

By RAIL in BRITAIN and the CONTINENT

ROUTE	Rec 12i	not o	arges: le exceedie 14j		ft. 164	Ret pa far	85.	Frequency in Summer		
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4	26	29	301	34	391	8	14	Tues., Thurs , Sun.		
5	11		11	11	11	4	8	Weekdays		
6	164	164	161	164	164	5	10	Saturdays		
7	221	224	22	251	25	10	8	Sac. and Tues.		
8	164 224 324 28	161 221 321 32	164 224 324 32	164 252 354 36	164 251 351 36	- 11	13	Saturdays		
9	28	32	32	36	36	8	0	Daily except Wed.		

NOTE: 2 and 4 include bost fares between Dover and Boulogne, services (1-6) include the driver in the charge for conveying the car.
Lyon (9) includes two passengers in the charge for conveying the car. All British Boulogne-

	Ву :		0.2500						SPAIN	
ROUTE	Single Charges: weight in cwt. not exceeding— 15 25 35 Over				Single pass. fare		Ap	prox. tion of byage	Frequency i	in
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ek travel (Tuesdays, Wednesdays and Thursdays).	of Frequency in Summer
The York to Inverness service also provides intermediate vel between York and Newcastle alone; likewise the weastle-Exeter train may be taken to Sheffield if required. both cases the charges are then lower than for the complete run.	mins. 30 Wed., Thurs., Sac. 30 Hon., and Sat. 31 Hon., Wed., Sat. Tues. and Sat. 30 Tues., Thurs., Sat. 6 days a week Every 10 days Every week

DISTANCES	MILES	1	2	3	4	5	6	7	8	9	10	20	25	50	100	200	300
DISTANCES	KILOMETRES	1.6	3.2	4.8	6.4	8	9.7	11.3	12.9	14.5	16.1	32.2	40.2	80.5	160.9	321.9	482
PETROI	GALLONS				2		3	4	5	6		,	8	9	10	20	30
PETROL	LITRES		4	.5	9.1	13	3.6	18.2	22.7	27.3	3	1.8	36.4	40.9	45.5	90.9	136.
TYRE	LB SQ IN	- 10		20	,	22		24	2	15	26		29	32	3	35	40
PRESSURES	KILOS SQ CM	1.26	6	1.40	16	1.54	7	1.68	1.7	58	1.83	1	2.039	2.25	2.4	161	2812



Gourmet's Guide to the Food of Provence

By J. R. FARRINGTON

In no other country is the art of the table taken so seriously as in France. French haute cuisine is available today to those with the necessary means, in London, Brussels and New York as well as in Paris, but to many experienced gourmets the natural genius of the French cook finds its most individual expression in the regional cookery, in which home produce is exquisitely fashioned into dishes peculiar to the district. Few of these dishes will be found on the menus of the great provincial restaurants, catering for an international and somewhat fixed taste; they must be sought for and enjoyed in the smaller establishments with their local clientele of modest means.

The most distinctive regional cookery in France is undoubtedly that of the Midi, generally known as the cuisine Provençale. The area south of the French Alps, with its long Mediterranean seaboard, enjoys a climate which is practically sub-tropical. It is unsuited to the cultivation of grain or the raising of cattle, but its narrow, sun-drenched terraces and rocky hillsides produce a wide variety of wines, olives, herbs and vegetables. The warm sea gives fish in abundance, but generally of a type and quality somewhat inferior to that of the northern waters. It is from these materials that the Provençal chef evolves the highly flavoured, intriguing dishes that are found nowhere else.

Three essential elements in the Provençale cuisine are olive oil, garlic and aromatic herbs. The oil must be pure, with no admixture of other oils. Butter is never used for cooking, the true Provençal holding that cooked animal fats are bad for the liver and also harm the natural flavour of a dish.

Garlic is used universally, but with skilled discretion. It must be the servant to bring out the flavour of a dish; never its master. It is credited with great health-giving value. In the South there is no need to fear the overpowering use of this potent ingredient, so formidable in some districts.

About twenty varieties of herbs are commonly used, either dried and powdered or in the natural state. Many grow wild on the hillsides. Much experience is required in blending and proportioning these fragrant accessories, for again no particular one must dominate.

The meridional is very partial to snacks. Most popular is pissaladière, a rich, orange-coloured purée of onions baked on bread or pastry with halved tomatoes, black olives and anchovies. Pan Bagnat is a sandwich made from a crisp roll cut lengthwise, into one half of which olive oil and tomatoes are pressed, with a garnishing of sliced onions, peppers, olives and occasionally, rounds of hard-boiled egg. Tourta de Bléa is a pastry filled with cooked leaves of blète—a kind of spinach—with raisins, fir cone kernels and apple. Socca, wafer-thin pancakes of chick pea flour, cooked on enormous trays over braziers, must be eaten hot. Washed down by a glass of red wine, it sustains the stall keepers in the markets.

The ways of serving fish are legion. The famous bouillabaisse, that bewildering mixture of hard and soft fish simmering in its golden, saffron-flavoured bouillon, should be eaten only in a restaurant specialising in its preparation, for great skill and experience is needed. Rouget—red mullet—is popular. Grilled over a wood fire with a stick of fennel inside, while gently sprinkled with olive oil from a sprig of thyme, it is delicious. Soupe de Poissons is a tasty soup made from small rock fish and

crabs. The small rounds of toasted roll provided should be rubbed with a clove of gartic before adding to the soup. The uninitiated will not guess that poulpe is a little octopus, cut up and stewed in oil, tomatoes and herbs. Supions are tiny cuttle-fish lightly fried in oil. The roe of sea urchins is used to flavour some sauces and stuffings. Served uncooked it is preferred by some to cavier.

Lovers of mussels, langoustines and prawns will find that most cooks have their own ideas for presenting these. Mussels on the half shell, à la Mediterranée, will appeal to both eye and palate.

In any truly Provençal restaurant a stone mortar filled with mayonnaise will be seen. This is the famous Aioli, made from olive oil, pounded garlic and egg yolks. Served with a lavish assortment of cold vegetables and fish, it can form a meal in itself.

In no part of France is so much salad eaten as in the Midi, where a meal would not be considered complete without it. The popular dressing is not difficult to make. A clove of garlic is crushed with a fork in the bowl; salt, pepper and vinegar are then added. When the vinegar has dissolved the salt, olive oil is poured in. The local proverb may give the secret: "He who puts the salt in a salad must be a man of great wisdom; he who adds the vinegar, a miser; but he who pours the oil, a spend-thift?"

Finally, the wines of Provence should not be overlooked. After many years of neglect they are now rapidly returning to favour under the direction of an experienced syndicate of growers. Unbranded wines brought to table en carafe or en pichet—a small wooden jug—are carefully selected by the patron of a restaurant and are generally very good value. Wines labelled Côtes de Provence bear a small guarantee ticket—VDQS—vin délimité de qualité supérieur; this shows that they have been produced under the control of the syndicate from vineyards approved by Government tests. The yearly production of each vineyard must also be approved by the syndicate before the ticket is granted. The designation Appellation Contrôlée is the highest, and is reserved to a few vineyards subject to strict control by the French Government.

It is undoubtedly true that the local wines, with the qualities infused in them by the sun and soil of the Midi, go excellently with the distinctive cuisine. May you discover and enjoy both if you are motoring in the South of France this summer.

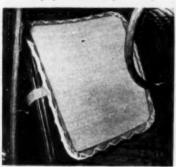


HOLIDAY GEAR

ACCESSORIES FOR TOURING

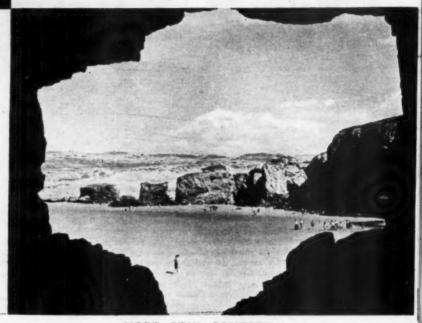


A Conway nylon back rest (£2 7s 6d)



Key-Leather's adjustable Sit-Rite





MORE SEAT COMFORT

THERE are four principal makers or importers of back rests for people who find their car's squabs wrongly shaped—Conway, Key-Leather, Nannucci and Watney. These devices have the secondary purpose of locating the occupant, so that he or she does not slide about on a bench seat, and have to hang onto the grab handles. They are all of open-work, and thus cool to the rider.

Conway's is new and has not yet been

Conway's is new and has not yet been inspected.

Key-Leather's Sit-Rite back rests are based on nylon cord, and have the good feature of being adjustable, to take up stretch, or to vary for individual requirements. The colour is fawn. Long experience of one of these or tour way most perience of one of these on tour was most favourable. The price of the Sit-Rite is £2 9s 6d.

Nannucci's imported Italian 'Mille Miglia" back rests have a strong steel frame, are non-adjustable, and have a

basket-weave of nylon. They cost £2 5s, and are red; green, yellow or blue with elastic fastenings for bucket seats. Rests with an adjustable grab for the back of with an adjustable grab for the back of bench seats are 5s more. Either a 4in or 6in grab may be had. The name "Mille Miglia" is interesting, for it implies the conversion of a family car seat to something more like a racing bucket seat, which

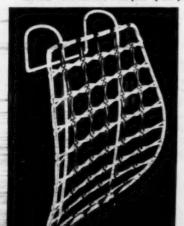
really does locate its occupant.

Watney have just introduced a handsome model, having lots of fawn-coloured nylon cord on a chromium-plated steel frame, and this is very comfortable. There is the right spring in the cords for auto-matic adjustment to individual needs. It

costs £3 5s. The plain colour and bright plating are pleasing.

Karobes have a delightful kidney-shaped cushion, made of soft foam rubber with satin-velvet cover, costing £1 8s 6d. This is ideal for a tired or sleeping passenger, for it prevents the head from wobbling.

A head-cushion by Karobes. Below: An Italian back rest imported by Nannucci, the Watney model, and the Optiflex periscope for passing lorries abroad. We see the wide face of the prism, which faces forward. The face in which the driver sees the image is on the right of the device







LUGGAGE RACKS REVIEWED COMFORT AND PICNIC POINTERS

PASSING ON FOREIGN ROADS

BIG lorries are difficult to pass on the Continent; they travel at high speed, and tend to keep well out from the verges of roads and the steeper cambers of road edges. Their speed makes them more

uproarious than ours.

The effectiveness of a horn bought specially for Continental touring depends not on mere volume and power alone, but on a pitch and timbre audible above a dull roar of machinery. For this pur-pose a high note having the clear-throated timbre of a military trumpet is best; a horn with the soft, mellow tone of a saxophone is less effective, volume for volume. Medium pitch notes are not good, and bass notes useless.

Horn conversions on popular cars cannot use the same wiring and operating button or ring for more powerful types, which have heavier current consumption. Instead of rewiring and new switching, it is better to use the existing layout to work a relay, which will make the circuit

work a relay, which will make the circuit for heavy current for which stout cable must be provided, perhaps taken direct from a battery post.

When a British right-hand-drive car passes a Continental lorry, it must be driven out from the right of the road tooler for safety, before the driver can see far for safety, before the driver can see if the way ahead is clear of oncoming traffic. This is frightening as well as dangerous. The usual alternative is for the driver to be guided by a possibly less

the driver to be guided by a possibly less skilled passenger, which may prove to be even more terrifying.

Lucas have put on the market a periscope set. A slightly convex mirror, set at the extreme left of a British car, picks up a view of the road ahead when only a few inches of car are projecting beyond a few inches of car are projecting beyond the lorry ahead. This view is reflected to another mirror set nearly in front of to another mirror set nearly in front of the driver. He cannot study this mirror and form opinions about the type, distance and speed of an approaching vehicle, but a quick glance does tell him whether it is safe to pull out farther and have a direct look at the situation ahead. have a direct look at the situation ahead.

The image is clear, and the slight size reduction (from the use of slightly convex mirror to increase the field of view) is not worrying. The set costs £1 17s 6d.

The Swedish Optifics "periscopes," first described by The Autocar, aroused

much interest; now Tarrant and Fraser are importing them.

Basically a prism made of the local equivalent of Perspex, it is rubber-Ingeniously reversible, it can be made to serve equally well for a right-drive car in a keep-right country, or a

left-drive one in a keep-left country.

There is no reduction in size of object with this device. The driver's glance is at a greater angle with this one-piece periscope than it is with the Lucas two-mirror system. There is the slightest optical distortion; but a compensation for this is the actual-size image. The Opti-

flex costs £4 4s.

Neither of these "periscopes" offers the equivalent, of course, of a driver sit-ting on the correct side of his car for the country concerned, but they are a con-siderable help in the problem of passing big vehicles. The reviewer's own car will be so equipped when it next goes abroad.



A Golde folding-fabric sun roof by Weathershields, giving a large opening

HOT WEATHER: Sun Roofs,

ALTHOUGH the sunshine roof is so seldom offered as a standard acces-by car makers, it is freely available

as a conversion.

Weathershields have two kinds, sliding panel and the Golde folding fabric (a German "cabriolet" design). Both cost the same to fit—around £65 to £75 for a popular car, and up to £80-£85 for some

large quality cars.

The sliding roof is steel, suitably fin-

Ventilators, Cooler Seats

ished according to the model, and it is light to operate. When closed, it gives a flush roof. A refinement is a Perspex transparent panel let into the front end of the steel panel, at extra cost. The Golde fabric roof uses the best

p.v.c.-coated hood material—thick, strong and flexible leathercloth, with the highest degree of weather resistance. When closed the roof is truly draught, water and rattle proof, because the final operation of

Eversure's Fillacan, a smaller version of a welded jerrican, opens to form a pouring funnel for inaccessible fillers. It costs £1 19s 6d (one gallon) or £2 9s 6d (two-gallon)





Lucas







A transparent, tinted Perspex vizor by Key-Leather

HOLIDAY

GEAR



The elegant Humber Hawk fitted with a Webasto cabriolet sunshine roof



A mesh vizor by London Bankside



A Weathershields vizor



Self-coloured glass fibre and resin is used for the Wingard model



the handle tensions it to a perfect fit. Car-Coverall have a fabric sun roof called the Webasto Continental, costing from £65 for smaller models, up to £150 for Rolls-Royce. It takes about a week

to install, and there are fitting agents in several parts of the country. A variety of

roofing materials can be used.

Weathershields have a cushion and squab whose name is self-explanatory—the Coolride. It costs £2. It is made of an open wire apringing and a very porous covering, and really does increase comfort in very hot weather, especially where a car has non-porous leathercloth seating. It has an effect, also, as a soft overlay for the too-hard seat, though that is not its purpose.

is not its purpose.

People often ask about extra ventilators in the scuttle, for cars that become excessively hot in the front compartment. There does not seem to be a proprietary fitting for cars, though vans and lorry cabs usually have a good opening ventilator at each side of the scuttle. It may be that something suitable can be bought from small van and lorry builders, or the hardware shops that cater for them. There is usually such a shop in any large town.

EXTERIOR VIZORS

WILMOT-BREEDEN'S exterior sun vizor, intended to provide "eyebrows" for sloping screens which allow strong sunshine to reach the front seat passengers, are made for car manufacturers only, and are optional extras on some cars, but there are others for accessory fitting to any car.

London Bankside have the unusual idea of using aluminium expanded metal mesh. The strips of metal forming the diamonds are angled so that sunshine does not pass to the interior of the car. It is reasonably claimed—measurements have not been made by The Autocar—that the open mesh traps less airflow and creates less

resistance. The front rain gutters are used for fixing. This model costs £5 17s 6d.

Key-Leather have a big Perspex vizor, either of green or neutral tint, with a polished aluminium frame. The clamps are rubber, thus insulating the frame. This has the odd effect that the vizor frame will serve also as a good radio aerial! The cost is £9 % to £10 10s, and both British and Continental cars are provided for.

Wingard have introduced vizors which are made lightly but strongly from glass fibre-reinforced synthetic resin—something like that used for sports car bodywork. This is self-coloured, to match the car. There is positive attachment. These vizors cost from £3 12s 6d. They are grey, but can be enamelled to match bodywork.

CHOICE OF A RACK

IT seems at first thought that a luggage roof rack should accommodate all the light and bulky things, such as hat-boxes, beach gear, and the like, to avoid a top-heavy load. But most family cars have ample stability in that sense; where they lose stability with the holiday load, especially on the cambered roads abroad, is in having a concentration of heavy objects in the large boot. This can make a car "tail happy," so that it needs driving every inch of the way.

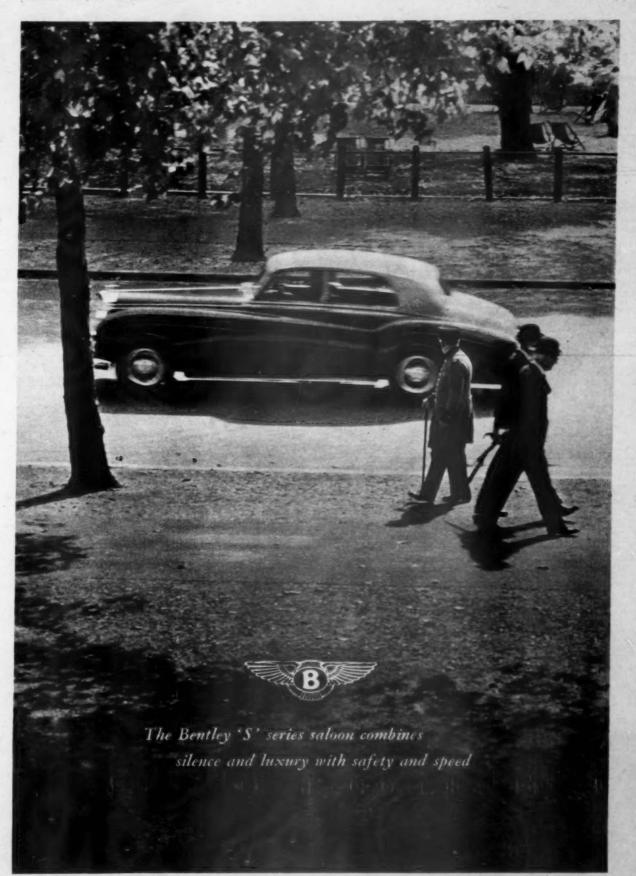
The same directional instability at

The same directional instability at cruising speeds can come from too bulky a load on the roof rack. Car handling is greatly affected by air pressure. And a bulky load can, in addition, have a distinctly adverse effect on fuel consumption. These things do not matter between London and the South coast, in dense traffic; but they make a great deal of difference on a long tour.

If there are only two people in a car, the rear seat and squab may well be easily removable, and a huge space cleared, where heavy objects can be stowed. A

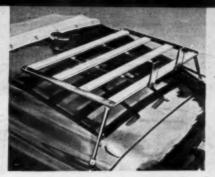
An ASM wood-slatted and plated tail grid; and the same maker's Safari rack





All that the DWER name implies!

THE CHOICE OF BRITAIN'S big mileage USERS



The Horvell tail grid



The wooden rack of Nannucci. The slats may be spread out to any width

HOLIDAY GEAR

large—perhaps over-large—boot may have room for light and bulky objects among the heavier ones and, of course, anything valuable, for this is the com-partment that can be locked up.

That dirty object, the spare wheel, may be laid flat in a roof rack to free room in a luggage boot. There may be other not-too-tall things there, but not the spare petrol tin, which will be too much exposed to sunshine and may evaporate its contents. It is desirable to achieve, so far as is possible, something like "streamlining"—a load that looks from the side to be the shape of a half-pear. And there should be a continuous floor, formed by the load or a stiff sheet of some kind; this will prevent the bars of a rack from howling whistling at certain speeds.

The security of a rack comes from having the feet well out on parts of the roof which are rounded, and not on the weaker flat surfaces. There should not be the slightest slackness of the clamps, to permit shifting, or bouncing; they should be given a final tightening after the rack load is in place. On older cars, the rack load is in place. On older cars, the closest examination of the roof gutters for rust and weakness is desirable before a rack is used at all. If a rack is overloaded, four clamps are better than two, and extra clamps cost little. Clamps that have a tongue or other means of locking them in place into the gutters, so that they cannot escape even if they are slack,

are a useful safety precaution.

Claw-fastening lashings of elastic rope are good for holding luggage securely.

(Such a device is often called an octopus

and it has a very powerful grip.)
In buying a rack one can keep in mind the greater strength of a fixed frame as compared with an assembled model, which is adjustable and can be packed away; but almost any rack is stronger than

the roof which bears it.

Particular attention to finish and protective treatments is well worth while. For protecting joints or points of local damage from rust, white water pump damage from rust, white water pump grease may be recommended; it is clean, polishes thin, and does not easily melt. Wooden slats, if they dry up too much and tend to crack, may be nourished and polished with linseed oil. English ash is the hardest and perhaps best slat; West African woods are rot-proof, but softer. The p.v.c. plastic sleeves of Parr are very

tough.

Racks that are inexpensive but are not very strong or weather resistant exist, and may well prove adequate to the sional excursion, but they must not be overloaded. Inadequate or insecure fastenwell prove adequate for the occa ings are a worse matter, and could result in a serious accident to a following car.

ASM.-The Safari rack is a very elegant one, with its dropped sides and tough, varnished hardwood slats, and is Steel tubing is pre-treated, and given two stove-enamelled strong. primed coats of silver grey. But all metal parts can be chromium-plated; the unusually heavy coat of 0.015 to 0.0175in is claimed. Tubing is 18 s.w.g.

Models are standard 37in long, adjustable 32 to 42in, £7 10s enamel, £11 11s chromium. Large size, same length, width 38 to 48in, enamel £8 10s, chromium £12 12s.

The Sportsman tail grid is hardwood and plated steel. It gives a 36 by 16in platform, and costs £9 9s.

platform, and costs £9 9s.

Eversure.—These are flat platform models, with plenty of cross-bars and good "bridge girder" sides. They are shot-blasted before enamelling with two costs. Legs are telescopic.

Sizes are: Model C, 36 by 38in (£6 15s) for small, domed roofs; Model E, 32 by 36in, £6 5s; Model J, 38 by 34in, £6 15s. Model D, 47 by 36in. Silver enamel finish is 5s extra.

Collapsible versions are Model E.

Collapsible versions are Model E, 32 by 36in, £6 15s, or £10 10s chromium-plated, and Model B, 43 by 36in, £7 5s plain and £11 11s chromium.

There are also station waggon racks, some as long as 10ft. Bar-type supports, each with four feet, for boats, ladders and so on, are telescopic between 32 and 54in. They cost £4 7s 6d.

W. H. Fowler .- Servu racks have flat platforms and safety clamps. A standard 36in rack is £3 19s, and a 42in Major is £4 3s 6d. Finishes are chromium, black or silver enamel. White foot rub-bers are new this year. There are a great number of varieties, as many as twelve, and tail grids are also made.

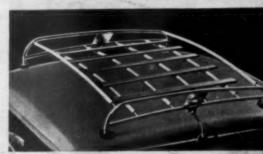
Brothers, Ltd.-Regal Frank were the first to introduce wooden slats. Theirs are English ash, closely spaced, and have good clamps, which are angled, and disperse strain through a rubber pad on to the roof panel, relieving the roof gutters. Metal is cadmium-plated before aluminium lacquer is applied. Measuring 37in by 45in, the rack can be fitted either way, but with the slats fore and aft, the clamps pull against the strong cross-bar, which is better. The price is £5 19s 6d, and there is a small model which is £5 15s.

Four-footed bars, for dinghies and such things, have the same good finishes, and cost £4 10s a pair.

Horsa.-These racks are 40in long, and have three widths—34, 39 and 45in. They cost £3 17s 6d. Welded together



Parr Equipment's bar rack



A de luxe Parr with added wooden slats



The Horse roof rack

A Servu rack by W. H. Fowler



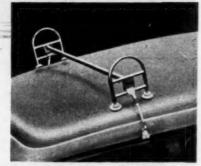


One of Viceroy's very long racks adapted as a "special" for a water-scooter

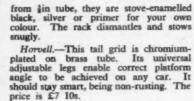


A new Watney flat-platform is bolted together





A Regal bar rack (Frank Brothers)



Nannucci.—This is an unusual rack. It consists of 3ft 3in lengths of hardwood, threaded at their ends through fittings on strong rubber straps, which attach to roof gutters in the normal way. Dull-plated steel fittings (the plating was thought to be cadmium) provide for securing lug-gage. There is enough spring in the battens to accommodate to roof shape, and they have rubber on their undersides. Width between slats is easily adjusted. This rack, with a spread load, distributes the stress evenly all over the roof; it should perhaps not be used with older cars having a fabric roof-centre panel.

Import begins at the end of the month. The price will be £7 10s.

Parr Equipment.-A de luxe rack is the smart chromium-plated Streamstyle PR. The platform bars are covered with sleeves of tough p.v.c. plastic. It is 40in long, adjustable for width between 37 and 47in, and can be dismantled (£12 17s 6d). The standard PJ (£6 9s 6d) is similar, but finished silver or black baked enamel on chromate primer. The smaller Minor PM (£4 12s 6d) is 35in long, 34 to 38in wide; and the big Major (£8 9s 6d) is 48in long, 41 to 51in wide.

The Portagrid is a pretty little rack with downswept aides and a platform without railings. It is 28in long, 38 to 48in wide. There is also a two-bar rack for long objects (£5 7s 6d).

Sets of five polished hardwood slats, to cover the popular loss of these Portagrid.

go over the normal bars of these Portarack designs, are an interesting extra

Van Hoorn.-The new standard "col-

lapsible" has fore-and-aft tubes, which make less wind noise. It is 34in long and 34in wide. Wider versions go up by 2in steps to 48in. Finished in black or silver stove enamel, the rack costs £5 15s.

The Expander, an adjustable telescopic model, is 38in long, adjustable between 36 to 50in wide (£6 19s 6d).

The Alpine two-bar model for long loads, adjustable between 36 and 50in wide (£4 12s 6d) is joined by the Boat Rack. This has telescopic, extending ends, going out to nearly 6ft. It is £5 7s 6d.

Viceroy Sales, and the associated Car-Rax.—Here there is a remarkable number of different models, but we may distinguish the principal ones. No. 333, flat platform, 38in by 30in, silver enamel, £2 9s, three bars. No. 334, 36in, four bars, £2 19s 11d. No. 335, 42in, £3 9s 11d. Nos. 331 and 332, various sizes, cambered platforms, £3 15s to £4 2s. Streamline stylized tapering side pieces, telescopic width adjustment, £5 15s. The companies make very long Viceroy Sales, and the associated Car-£5 15s. The companies make very long racks also, some with extending telescopic ends, and these are very strong in spite of their length.

Victoria. The new Tourist is intended as a cheap but strong rack. A small one, 36 by 36in, costs £3 15s, and the larger 42 by 36in model, £4 5s. The small one is of fin, 18 s.w.g. steel tube, which is a satisfactory minimum, with 16-gauge angle for bottom bars. The bigger one angle for bottom bars. The b

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All these racks have clamps that lock into roof gutters, and baked silver enamel finish, but the Continental De Luxe has aluminized finish, ashwood slats, and can be dismantled. Prices are 36 by 36in, be dismantled. Prices are 36 by 36in, ε5 12s 6d, and 40in racks with 40, 42, 44in widths, ε5 19s 6d. A larger one, 48 or 52in wide is ε6 6s.

-There is a new inexpensive rack, bolted and with almost no welding, called the Gem Mk. IV. The flat plat-

Continued on page 408



A Victoria collapsible model, and a close-up of a sturdy side member



Van Hoorn boat rack, with telescopic ends which can bring the width to nearly oft



The choice of Jaguar models is now wider and more varied than ever before — ranging from the spacious elegance of the Mark VIII Saloon to the compact efficiency of the XK150 sports series — with the new 2.4 and 3.4 saloons offering many of the outstanding attributes of both. Whatever the preference that determines your choice you can be sure that every model in the range has these things in common — outstanding performance, exceptional road-holding and the highest degree of safety . . . essential characteristics that have made Jaguar admired and desired throughout the world. Every model in the range is available with Automatic Transmission and, with the exception of the Mark VIII, with disc brakes.







One of Viceroy's very long racks adapted as a "special" for a water-scooter

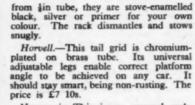


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Continued on page 408



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Van Hoorn boat rack, with telescopic ends which can bring the width to nearly 6ft





Drive on or drive off -

TO or FROM
BOULOGNE CALAIS
DUNKIRK OSTEND

THE MOTORIST'S PORT

Car Ferry Terminal

DOVER HARBOUR BOARD

THE AUTOCAR, 14 MARCH 1958

The Oxford Travel ler's car is now of all-steel construction. The head lamps have plated.



Sutogar ROAD TESTS

1676

Morris Oxford Traveller

T is not difficult to place the Morris Oxford all-steel Traveller in perspective; here is a versatile, solidly built car with a large measure of inbuilt quality, well suited to the family driver whose transport considerations come before sheer speed and acceleration. That is not to suggest that the model is sluggish, but rather that some zip has been sacrificed to high torque at low engine speeds, and extra flexibility thereby obtained.

Greater size of the Traveller in comparison with the nor-

mal saloon, and the increase in weight of some 11 cwt, combine to bring about a minor reduction in relative acceleration and fuel economy. Yet, driven quietly, the Traveller will give 31 m.p.g. when lightly laden, and on the performance side will reach 60 m.p.h. in 29.9 sec. Most family drivers will be well content with these figures. The ratios of the four-speed gear box are the same as those of the saloon, with the result that the cruising speeds of the two models are similar. The square back of the Traveller causes extra drag, but about 55 to 60 m.p.h. may be used indefinitely without suggestion of strain or fuss from the engine.

The 55 (gross) b.h.p. 11-litre B.M.C. engine, with single S.U. carburettor, requires premium fuel, but there was no trace of the intermittent pinking encountered with the saloon. It is difficult to account for the fact that the Traveller has a slightly higher maximum speed than the saloon; it may be simply the difference experienced between

two models of like specification.

The new all-steel Traveller, which supersedes the timber-framed models, appears to be ruggedly constructed, and merits particular praise for the way in which it is insulated from road noise. On almost any surface the work being done by the suspension is not conveyed to the interior either by feel or noise. On the car tested the doors were rather difficult to close; they required a firm slam even when an open window precluded the "compressed air" effect encountered in well-sealed cars.

Detail arrangements of the coachwork are, in some ways, unusual. The 11-gallon fuel tank and the compartment for spare wheel and tools are under the floor at the rear, where their position is such as to make the loading platform high. The spare wheel locker may be reached without opening the luggage compartment but, while this is commendable, there is room only for a single back door whose lower edge is nearly 2ft 6in from the ground. The difficulty of loading-up is increased by the necessity to use both hands to open the door, partly because of its surprising weight and also be-

cause the support does not always locate itself automatically.

Apart from these points, the interior arrangements are very good indeed for a car of this price and class. The four doors give easy access to all seats. High quality leather-cloth used for the upholstery looks very like hide, and no detail fitting has been skimped. There are broad, central armrests at front and rear, armrests-cum-door pulls at the front and rear, armrests-cum-doors. The com-fort of the seats is good; there is support for the small of the back and the thighs, and ample leg room for all occu-pants. The front seat slide works smoothly.

Passengers at the rear have a central ashtray in the front seat backrest, and there is another ashtray in each of the front doors. Good quality carpet is used for the whole of the floor of the passenger compartment, with protective rubber under the driver's heels. Two lidded pockets are provided in the facia, although neither is lockable; these would be even more useful if their doors were supported in a horizontal position when open.

The driver, although he is made comfortable, is not so well served in other respects. The curious, pronounced angles of the steering column and wheel (best appreciated by reference to the appropriate illustrations) takes some get-ting used to, for they require the right hand to be held farther from the body than the left. The pedals also are angled, so that the driver tends to sit facing slightly to the left of



At the rear there is a single, vertically opening loading door. Below this is a separate compartment for the spare wheel and tool kit. A chromium strip decorates each side, and a single petrol filler cap is fully exposed and at a convenient height on each side

Morris Oxford Traveller . . .

The front half of the Traveller's car is similar to the normal Oxford saloon, except for the wing mirrors (extras) which are used primarily when the back window is obscured by bulky luggage



the centre line of the car. One soon adopts this attitude automatically, but even so, there is a tendency on occasion to catch the steering column with the feet, because it is so far offset to the left from the wheel centre. The test staff would have preferred the wheel also to be a little lower.

The clearly lettered instruments are set in the middle of the facia, but are fairly easily seen by the driver. The speedometer has a trip as well as total mileage recorder. In a matching dial to the left are oil pressure, water temperature and fuel level gauges, and an ammeter. Below the instruments are controls for choke, wipers, lights, starter and heater. These seem rather distant from the driver, but only the light switch proved inconvenient to reach in certain traffic conditions. The controls work positively; for example, the choke may be locked in any position. During the test period this convenience was required but once or twice, as the engine would fire without the choke even after standing out overnight in a ground frost.

The steering column gear lever, while an improvement over the type used on earlier Oxfords, still has some short-comings. The location of each gear is not precise, and occasionally there is some difficulty in engaging a ratio, particularly first or second at a standstill. It is also easier than it should be to engage reverse when the intention is to select second. The change itself is reasonably smooth, provided

the move from second to third, and vice versa, is not hurried. There is a quite pronounced but not unpleasant gear whine on the first three ratios, and, unlike the saloon car, axle whine was audible at about 50 m.p.h. when the throttle was open just sufficiently to maintain that speed.

Visibility from the driving seat of the new model is good. The windscreen pillars are slim, and the back door has a good-sized window. Forward visibility is reduced in rain by the limited amount of glass swept by the electric wipers. The wiper motor on the car tested was very quiet.

Characteristics of the steering and suspension of the Traveller are more difficult to define than those of the saloon. The latter has long enjoyed a high reputation, but on the Traveller there is not quite the same precision. When the car is lightly laden there is some inclination for the tail to swing, which naturally tends mildly to counteract the virtue of the very good rack and pinion steering. There is little roll even on corners taken fast, and the car feels safe.

However, when laden with the maximum permitted weight of two adults and more than 6½ cwt luggage, the character changes appreciably. The ballast was evenly distributed over the large floor area provided by folding the rear seat; even with the recommended tyre pressure increases put into effect there remained a tendency for the tail to wag the dog on winding roads or when subjected to cross winds. Laden



Entry to front or rear is easy, and there is a central folding armrest in each of the seat backrests. Instruments are central in the facia. Below the floor of the luggage compartment are the spare wheel and tool bag. The lid of this under-floor area is suspended by permanently fixed leather-covered chains when the compartment is open. The total load space can be increased considerably when the rear seat is folded





.. C'est la



RENAULT Dauphine

She's a French car all right—and first-class too. Beneath her delightful design, the Renault Dauphine has amazing economy and performance. She can do 45 miles to the gallon and still show a trim pair of wheels at 70 m.p.h. Her independent 4-wheel suspension gives exceptional road-holding qualities and she's equipped with a host of fitted extras. In fact, she's a joy to drive.

N.B. The Dauphine has excellent after-sales service facilities all over Great Britain. Write to us at the address below for the name of your nearest demonstration dealer.

Price: £796.7.0 (inc. P.T.)
Two-pedal control optional



OW REDUCED
IN PRICE!

Now! The tyre with the Self-Adjusting Tread

HERE'S HOW IT WORKS



Tread compresses when cruising — for EXTRA MILEAGE

In normal running, the special slots in the ribs are closed. The tyre runs smoothly, silently. Steering is easy and steady. Wear is slow and even ... you get longer mileage.



Opens when starting or stopping — for EXTRA ROAD GRIP

The instant you accelerate, corner or brake, the slots open into thousands of gripping edges. These give greatest control, stability and safety on any road, and on all four wheels.

BUILT FOR SAFETY-BUILT TO LAST

The new de Luxe All-Weather is the tyre with the unique tread that adjusts *instantly* to changing road conditions and driving demands. And that's not all. In this great new Goodyear tyre you get other exclusive features — such as 3-T carcass cord — which give more reliability, safety, comfort and mileage at no extra cost. See it at your supplier's now — in tubeless or tube-type.

de Luxe ALL-WEATHER by

GOODFYEAR

THE WORLD OVER, MORE PEOPLE RIDE ON GOODYEAR TYRES THAN ON ANY OTHER MAKE

or light, the ride in the front and rear seats was very good from the point of view of personal comfort. With the ballast on board the m.p.g. fell only to 24.6. The brakes proved well able to look after the maximum load.

Some of the endearing features of the Traveller are by no means common to the majority of 11-litre cars. The fuel

tank holds enough for a useable range of 300 miles when cruising in the upper forties, and well over 200 driven hard with two adults and some baggage. The tank also has easily reached fillers on both sides. The head lamps have real power, and although deflected upward a little when a full load is carried at the rear, they were found adequate for brisk night travel; when dipped the cut-off and spread were satisfactory. The twin wind horns have

ample penetrating power and a pleasant, rather deep note. They are operated by a ring.

Those who like to service a car at home will appreciate the under-bonnet accessibility, and will be pleased that the number of greasing points requiring regular attention is only nine and that the tool kit is a workmanlike collection

of equipment. of equipment.

How such high quality finish is provided at the price is a Morris secret, but it helps to put the Traveller into the category rather of the gentleman's gentleman than of the maid-of-all-work. It is the type of model appealing particularly to those who "buy for keeps," a model which will respond to considerate ownership by lasting and serving for

many years.

Pull Equivalent (lb per ton) Gradient

1 in 11.1

1 in 5.5

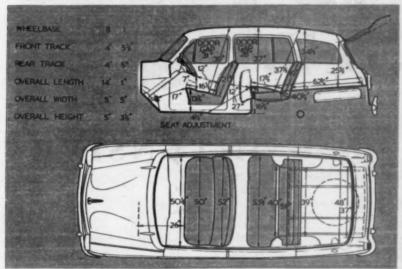
1 in 7.9

197

277

401

MORRIS OXFORD TRAVELLER SERIES III



Measurements in these in to Ift scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

- PERFORMANCE -

Top

Third ..

Second ...

TRACTIVE EFFORT:

..

BRAKES: (from 30 m.p.h. in neutral):

Tractive effort and resistance obtained by Tapley meter.

Model described in The Autocar of 23 August,

Speed	Range, Go	ear Ration	and Ti	me in sec.
	4.9 to 1			
10-30		7.9	5.6	
	12.5	8.4	_	_
	15.6	11.7	-	-
40-60	19.1	-	-	_
From res	t through	gears to:		
	M.P.H.		sec.	
	30		7.0	
	50		18.5	
			29.9	
Standing	quarter	mile, 24.	2.	
6‡ cwt	M.P.H.		sec. 8.5 22.5	
SPEEDS	ON GE	ARS:		
Gear		M. (no		(normal ad max.)
Тор	(me	est) 7	8	122.3 125.5
3rd				2.2-86.9
2nd	**			0.2-59.5
lst		15-	-21 24	1.1-33.8
TRACTI at 10	VE RESI	STANC	E: 26.5 I	b per ton

ACCELERATION: from constant speeds.

H. sec.	man participate for our no mention we manuscraft.
7.0 18.5 29.9	Efficiency Pedal Pressure (lb) 37 per cent 50 75 87 per cent 100
nitted load of 2 adults and	FUEL CONSUMPTION:
H. sec. 8.5 22.5 mile, 29.9. gEARS: M.P.H. K.P.H.	26.2 m.p.g. overall for 643 miles (10.7 litres per 100 km). Approximate normal range 23—31 m.p.g. (12.3—9.2 litres per 100 km). Fuel, premium grade.
(normal (normal and max.) and max.) nean) 76 122.3 (best) 78 125.5 . 43—54 69.2—66.9 . 25—37 40.2—59.5	WEATHER: Dry, stiff head-following breeze. Air Temperature 45-50 deg. F. Acceleration figures are the means of several runs in opposite directions.

-DATA-

PRICE (basic) with estate car body, £665. British purchase tax £333 17s. Total (in Great Britain), £998 17s. Extras: Two-tone bodywork, £10 plus £5 purchase tax. Heater and starting handle

ENGINE: Capacity: 1,489 c.c. (90.9 cu in). Number of cylinders: 4. Bore and stroke: 73×88.9 mm (2.9×3.5in). Valve gear: o.h.v., pushrods.
Compression ratio: 8.3 to 1.
B.H.P.: 55 (gross) at 4,400 r.p.m. (B.H.P. per ton laden 41.5).
Torque: 78lb ft at 2,400 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear 15.3.

WEIGHT (with 5 gals fuel): 23½ cwt (2,632lb). Weight distribution (per cent): F, 51.6; R, 48.4. Laden as tested: 26½ cwt (2,968lb). Lb per c.c. (laden): 2.

BRAKES: Type: Lockheed. BRAKES: Type: Lockheed.
Method of operation: hydraulic.
Drum dimensions: F, 9in diameter; 1.5in wide.
R, 9in diameter; 1.5in wide.
Lining area: F, 49.7 sq in. R, 49.7 sq in (75.1 sq in per ton laden).

TYRES: 5.50-15in. Pressures (lb sq in): F, 28; R, 28 (normal). F, 28; R, 35 (laden).

TANK CAPACITY: 11 Imperial gallons. Oil sump 8 pints.
Cooling system 14 pints (including heater).

TURNING CIRCLE: 34ft 2in (L). 34ft (R). Steering wheel turns (lock to lock): 21.

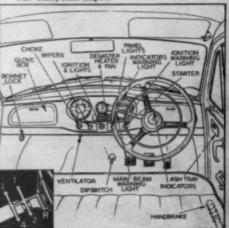
DIMENSIONS: Wheelbase: 8ft lin. Track: F, 4ft 5½in; R, 4ft 5in. Length (overall): 14ft 1in. Height: 5ft 3iin. Width: 5ft 5in. Width: 5ft 5m.

Ground clearance: 7½in.

Frontal area: 22.6 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 57ampere-hour battery.
Head lights: Double dip; 42-36-watt bulbs.

SUSPENSION: Front, independent, torsion bar. Rear, semi-elliptic.



SPEEDOMETER CORRECTION: M.P.H. Car speedometer: True speed:



Typical Welsh scenery-on the road from Bala down the Milltir Gerrig Pass

T may have seemed ambitious to plan a tour of North Wales when business commitments permitted no more than four nights away from home, but we managed to cover some 600 miles in the available time and to see a great deal of beautiful country.

deal of beautiful country.

We left the Midlands on A5, by-passing Shrewsbury and heading north-west on Telford's Holyhead Road; our first stop was at Llangollen, described by Ruskin as "one of the most beautiful villages in Wales or anywhere else." Now rather more than a village, Llangollen each year welcomes visitors from all parts of the world to its International Eisteddfod. It has long

been associated with music, and the Hand Hotel there was one of the last hostelries to have its own harpist.

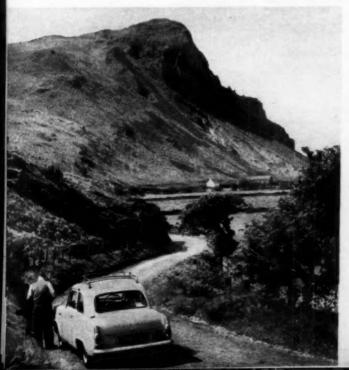
Plas Newydd, to the south of A5, was the residence of the "Ladies of Llangollen," two eccentrics who went there from Ireland in 1779 and devoted themselves to "friendship, celibacy, and the knitting of blue stockings." Plas Newydd is considered by some to be one of the finest examples of black-and-white building in these islands, the interior of the building is rich in ornately carved woodwork, and it is well worth a visit.

We crossed the river Dee by Llangollen bridge, one of the Seven Wonders of Wales, built in the reign of Henry I and added to by John Trevor, Bishop of St. Asaph, in 1346. Continuing northwards on the Ruthin road, we stopped two miles beyond Llangollen to see the ruins of the 13th-century Valle Crucis Abbey, which lie in a beautiful setting among valley and hills to the right of the road; at one time this was the largest religious house in Wales, but it was dissolved about 1535.

Our road took us through the Horseshoe Pass to Ruthin, and thence to Denbigh, birthplace of H. M. Stanley, of "Dr. Livingstone, I presume" fame; from Denbigh we turned south-west on A543 across the wild, desolate heather-clad Mynydd Hiraethog, past the Sportsmans Arms, the highest hostelry in Wales at nearly 1,500ft. We saw the Alwen reservoir, which supplies Birkenhead, and rejoined A5 at Pentre Foelas in time for tea.

From there we made for Betws-y-Coed and the famous Swallow Falls. Like so many well-frequented spots, it is not without its legend—the spirit of Sir John Wynn, M.P. for the county in 1586, is supposed to be imprisoned beneath the falls as a penance for the ill-treatment of his tenants. A few miles farther, and we had reached our hotel at Capel Curig, which was to be our base for the first two nights of our tour.

Fortified by a good dinner, we drove to Llanrwst. The singlespan bridge over the Conway, bearing the date 1636, is one of several in Wales attributed to Inigo Jones, who is said to have been a native of Llanrwst. To the west of the bridge is Ty Hwnt ir Bont—The House Over the Bridge—a 15th-century



Bird Rock—as its name implies, a bird sanctuary, and one of the few inland places where cormorants nest

building once used as a court-house and now owned by the National Trust.

Early next morning we drove the 11 miles or so to Llanberis via the wild Llanberis Pass, to catch the first train of the day to the summit of Snowdon. The rack-railway takes a little under the hour on its 5½-mile ascent of this 3,560ft peak—the highest in England and Wales. After half an hour at the summit the train took us back to Llanberis, arriving in time for lunch.

After picnicking in brilliant sunshine beside Lake Padarn, we recrossed Llanberis Pass to Pen-y-Gwryd and headed south to Beddgelert through the Vale of Gwynant. Beddgelert—the Grave of Gelert—is said by some to owe its name to the legend of the slaying of the hound Gelert by his master Llewellyn. The story, now largely discredited, would seem to have been the fabrication of an enterprising landlord of the Goat Inn about 1800. The church here is dedicated to St. Kelert, and up to the end of the 18th century the village was called Beddkelert—the Grave of Kelert.

We turned westward with the southern slopes of Snowdon on the right and headed towards Caernarvon, to spend half an hour or so examining the exterior of the 14th-century castle.

From here we followed the Menai coast to Bangor and then turned inland, heading once more towards Snowdon, this time through the Nant Ffrancon Pass, on the north side of the mountain. We halted briefly near Llyn Ogwen to see the Benglog Falls and to gaze upwards at Twll Du—the Black-hole or Devil's Kitchen—a cleft in the rocks only a few yards wide

but with walls which are between two and three hundred feet high.

The second evening involved a run to Blaenau Ffestiniog, the largest town in Merionethshire, via Dolwyddelan and the Crimea Pass. Here we saw the terminus of the narrow-gauge Ffestiniog-Portmadoc railway, which is being restored by a band of railway enthusiasts.

On the third morning, with the roof-rack loaded once more, our party headed south through the beautiful acenery of the Aberglaslyn Pass and followed the winding Glaslyn to Tremadoc. This well-planned village was built early in the 19th century by W. A. Maddocks, who spent £100,000 erecting an embankment to reclaim 7,000 acres of the estuary of the Glaslyn. T. E. Lawrence—Lawrence of Arabia—was born at Tremadoc in 1888 and his birthplace is marked by a tablet. Earlier, the poet Shelley had lived for a short time at Tan-yr-Alt, on the northern outskirts of the village.

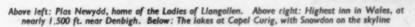
A fascinating story is told of an occurrence during Shelley's stay at Tremadoc. It appears that on the night of 26 February 1813, in the middle of a storm, the poet was awakened by a noise on the ground floor; when he went down to investigate, he was shot at by a mysterious intruder. Shelley returned his assailant's fire, and the unwelcome visitor ran away, but the poet did not return to bed, and was again fired on in the early hours of the morning. He left Tan-yr-Allt next day.

From Tremadoc our Welsh tour took us southwards over Maddock's embankment at Portmadoc, where we halted briefly

Six Days, 600 Miles of Happy Touring

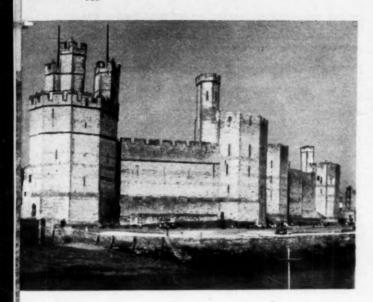














to see the other end of the railway whose terminus we had seen the night before at Blaenau Ffestiniog. We drove south to Harlech, where the chief glory is the castle built by Edward I and completed about 1283; it is magnificently sited, overlooking the flat expanse of Morfa Harlech, with the mountains of Snowdonia on the northern skyline.

After following the coast to Barmouth, we turned inland, the winding road hugging the northern shore of the Mawddach Estuary. At Llanelltyd a right fork took us to Dolgelley, which was to be the base for the next two nights of our brief tour.

The evening was occupied in a drive over the 1,178ft Bwlch Oerddrws—or Cold Door Pass—to Dinas Mawddwy and the Brigands Inn at Mallwyd. This Inn, which has a conditional licence, is reputed to have been the headquarters of the notorious Red Banditti of Dinas Mawddwy. They were a gang of cut-throats who were at the height of their villainy at the end of the Wars of the Roses, and were not finally exterminated until after 1555. In that year they murdered Baron Lewis Owen, Vice-Chamberlain of Wales, whilst he was on his way to Montgomeryshire Assizes.

Next morning we drove south from Dolgelley, under the slopes of Cader Idris, to the shores of the attractive Tal-y-Llyn Lake. At Abergynolwyn, instead of taking the direct route to Towyn we turned right and followed the road which passes under the lee of Craig-yr-Aderyn, or Bird Rock—this is some 700ft in height, and so called because of the variety of its bird life; it is one of the very few inland breeding grounds of the cormorant.

At Towyn the railway enthusiast in our party disappeared into the engine sheds and museum of the Tal-y-Llyn railway, anothen rarrow-gauge venture run by members of a Preservation Social

North Wales-INTENSIVE

who devote their spare time to the upkeep of the track and rolling

After lunching at Towyn we made for Aberdovey, situated at the mouth of the Dovey estuary and a centre for yachting enthusiasts. We drove inland by the shore of the estuary until the winding road reached Pen-y-Bont, then turned left to Corris. Hereabouts is a world of slate, and great mounds of slate-debris lend the scene a desolate air. The return to Dolgelley provided a distant view of Tal-y-Llyn Lake, along whose shores we had travelled earlier in the day.

Our last evening saw the more energetic members of the party exploring part of the ascent of Cader Idris from the Pony Track route near Lake Gwernan, a mile or two west of Dolgelley.

Next morning, with roof-rack loaded once again, we drove northwards from Dolgelley. Traversing the lovely Ganllwyd valley, we were soon at Trawsfynydd, which is the projected site of the world's largest nuclear power station. Nearby Trawsfynydd Lake, which was created in 1930 by the flooding of a marshy valley, is the largest sheet of water in Wales, having an area of some 1,300 acres. Our route continued to Ffestiniog and thence eastwards to Bala, passing the highest petrol-filling station in Wales, Pont-yr-Afon Gam at a height of 1,250ft.

We hunched at Bala, whose lake, Llyn Tegid, is the largest natural sheet of water in Wales and contains the rare gwyniad, a fish the taste of which a former Lord Lyttleton considered to "more than rival in flavour the lips of the fair maids of Bala."

Leaving Bala on B4391 we crossed the Berwyn hills by the Milltir Gerrig pass at a height of 1,638ft, reaching Llanfyllin in the middle of the afternoon. We were thus unable to sample the "old ale which fills Llanfyllin with young widows." We crossed the border into England a few miles east of Llandrinio and were soon heading homewards on A5 once again, after 590 miles of enjoyable motoring.

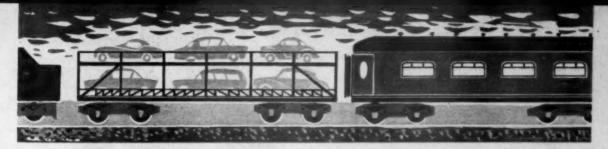
E.L.K.

Top left: The 14th-century castle of Caernarvon

Left: Birthplace of Lawrence of Arabia at Tremodoc

For enthusiasts—M.G. A seen in the yard of the Tal-y-Llyn Railway at Towyn, now operated by members of a Preservation Society





BOULOGNE-LYONS CAR SLEEPER

O travel by train from Lyons to Boulogne, taking the car with us, we found was tremendously worth while. It gave a good finish to a delightful motoring holiday through Belgium, a corner of France, Switzerland, Austria and Italy, saving us the boring and rather dull drive through Northern France which is the usual end to a Continental holiday.

Lyons is particularly well placed for holiday-makers travelling to or from Switzerland, Italy, Spain or the Riviera. The new train, running this year from the first week in June, gives a good start or an easy end after much motoring; it is a big help to do

meanly 500 miles while you sleep.

We filled up with Swiss petrol, spent a couple of restful nights on Lake Annecy and then had an easy run by Aix les

Bains and the Col du Chat to Lyons.

It was necessary to have the car at the station by 5 p.m., although the train did not leave until around 7 p.m., but we were allowed to put our luggage for the night straight into our cabin (we had booked this in March).

When we applied, Renseignements at first could not tell us if the train was in, nor if there was to be a restaurant car, but gave us permission to go on to the platform and find out for ourselves; there we found French and English speaking officials, including a charming hostess, to give us all the information we required.

When we found that there would be no restaurant car, we had time to order an early dinner in one of the excellent restaurants in the Square opposite; the waitresses, accustomed to serving people who have to catch trains, were expeditious. The station

buffet, too, serves good food.

The officials assured us that there would be Les petites choses on the train, instead of a dining car, and a man came round with a tray of sandwiches, soft drinks, sweets, and the like. It seemed that many people expected more, but the brochure sent by French Railways when we booked our accommodation clearly stated the food arrangements—"light refreshments from a wagon-lits attendant between Lyons and Dijon" only. One couple in our coach were very disturbed; they had missed their lunches as they drove on to make sure that they had ample time for the train, and had hoped that a big meal at night would help pass the journey. That was unfortunate, because there was no breakfast before arrival at the railway restaurant at Boulogue harbour at about 7 a.m. It is possible that a restaurant car may be added to the train.

The cost was £18 5s for a single journey for a car of our size (Hillman Minx) with driver, and £6 15s for each additional passenger, the price including a reserved couchette with a rug and pillow, with six people to a compartment. The wagon-lits coaches, in the middle of the train, were very comfortable, and cost from £2 to £4 extra—we considered it money well spent.

Our cabin for three was small, but very well planned. There were good sheets and blankets on the beds, towels, soap, and clothes hangers. Facilities also included a small table and adequate washbasin and toilet arrangements. Ventilation was good, and the lighting included a ceiling light, separate bunk lights and a shaving light (although the water was not hot, nor the train steady enough for a really successful shave).

Our small sleeper was "Tourist"; the double sleepers at

£4 were very pleasant; the middle partition between the two sets of berths could be drawn back, and then there was much more room and air-quite a consideration when travelling in hot

En passant, when we booked we were informed "only persons of different sex of one family allowed to book a cabin. rather amused us, and we never discovered who was supposed to check up on our bona fides!

Two of us, who had taken a sedative, slept well until daylight crept through the shutters just after 5 a.m.; the third member of our party found there were short stops at Macon, Dijon and Paris, when he could stretch his legs. These are more or less unofficial stops; the diesel-electric engine is liable to pull away quietly and rapidly from a halt, and he was nearly left behind on

Dijon platform, without passport and without money.

The attendant called us three-quarters of an hour before reaching Boulogne harbour, and the cars rolled off the train reaching isologine nariour, and the cars rolled on the train fairly rapidly on arrival there. They were in two tiers and, while waiting, you were able to go to your car and load the night things; iron ladders on wheels enabled passengers to reach the cars on the upper tier. We must be the types who wear braces as well as a belt, for we had taken the precaution of bringing our own petites choses with us in the cabin, and a cup of coffee never tasted nicer and bridged so well the chasm that might have been felt after such an early awakening.

The car-sleeper gives an equally good start for a Continental holiday; Boulogne harbour, being some distance from the town, would not be quite as convenient for restaurants as Lyons, but

in each case there is a good station buffet.

Is it expensive? Yes, a little maybe, but we finished our holiday in lovely country, saved two nights in a hotel, many gallons of petrol at 8s 6d per gallon, and the driver could relax completely. In addition, it avoided the necessity of driving back "against the clock" to keep the booking on the channel crossing.

The early arrival gives one the choice of crossing on the early morning boat from Boulogne, spending the morning in the Pas de Calais and taking the afternoon boat, or flying across from Le On consideration, we decided that it had added appreciably to the success of the holiday. D. W. L.



Above: Start of the journey—the car is driven up the ramp to its place on the railway truck. Below: Down to earth in the railway yard, and so to the waiting boot





At Newnham " . . . banks of daffodils beside the main street . . . '

GOLDEN JOURNEY

Spring Gilds the Beauty of Town and Country

As we entered Newnham on A.48, the sun came out, brightening the banks of daffodils beside the main street to a carpet of gold. I wonder how many motorists have given thanks to the genius who planted them under the trees, making this small Severnside town quite unforgettable in springtime.

We decided to take the most interesting way to Worcester, instead of driving direct by the trunk road through Gloucester, and accordingly turned on the next minor road left past the A.4151 turning. This brought us to Flaxley Abbey, where the monastic buildings date from the 12th century, and the present house is a combination of medieval, Tudor and Georgian architecture. We then found our way by small roads to A.4136, and its junction with A.40, and turned left towards Ross. The trunk road rose gently for a mile, and at the highest point a fingerpost indicated May Hill.

"Unlimited space for picnicking" on Castlemorton Common; Birtsmorton Court—"one of the loveliest houses"





A right turn, then a left in a few yards, brought us up a narrow lane over the shoulder of this magnificent hill to a point very near the 960ft summit, with its conspicuous clump of trees. This is a particularly good spot to bring anyone elderly or infirm, as the view from the road over the Forest of Dean, Monmouthshire and Herefordshire is exceptional. The National Trust, to whom, fortunately, the hill belongs, states in its handbook that ten counties can be seen from here, and I don't doubt it.

A steep lane continues down the west side of May Hill, eventually joining the B-class road to Newent, and again along these byways thousands of golden daffodils shone in the sun, and wild anemones grew in all sorts of secluded corners. We ate our sandwiches in a wood strewn with gold, then took B.4221 into Newent, where the Town Hall is one of the collecting points on Daffodil Sunday. On this day in early April it has long been the custom for each party to pick an extra bunch, which are collected by Toc H and sent to London for distribution to hospitals. It is good to think of some of this golden beauty being taken to hospital patients far from the country, perhaps in some small way to help hasten the day when they may themselves walk in the springtime woods. The finest places are at Kilcot near Newent, Oxenhall and Dymock woods, where a nominal charge of 1s is made for picking as many flowers as can be carried away.

A signpost to Much Marcle reminded us that, here, three miles west of Dymock, stands the Manor of Hellens, dating from 1292. It is set back out of sight at the end of a long drive, but after directions by a friendly villager, we walked over the original cobblestones past bricks laid in 1450, into an interior rich with fine old furnishings. There, on an evening dark with storm, in a dim upstairs room with creaking timbers, we heard a tale of far-off days, and of a ghost which still visits this ancient place.

In the coachhouse we were shown a great four-wheeled coach built by Hoopers in 1790, and quite magnificently preserved.





"Combination of medieval, Tudor and Georgian" at Flaxley Abbey

length of the Malvern Ridge. The energetic will find exhibirating walks in every direction, particularly to Midsummer Hill, another National Trust viewpoint.

From Castlemorton we motored slowly through farming country, past black and white cottages, and in a few miles came to Birtsmorton Court. This is really old, and one of the love-liest houses I have ever seen. The great gateway has been standing since the 12th century, and its old half-timbering and rose red brick is reflected in a most where swans glide. Inside this wellloved home of Mr. F. Bradley Birt, by whose courtesy it is open, are a 13th century Great Hall, with musicians' gallery, and many priceless relics.

Anywhere else would have been an anti-climax after this wonderful house, and we stayed until dusk, then drove on to Uptonon-Severn for dinner before reaching Worcester.

I. MEREDITH.

Picturesque half-timbered town of Ledbury



Even after almost 170 years the rich silk and leather interior would not have disgraced a present-day Motor Show. It was easy to see how the fine traditions of British coachbuilding began in those years when road travel was a difficult and often dangerous undertaking rather than a pleasure.

But this was no day for ghosts, and we followed B.4216 to Ledbury, a lovely half-timbered town with a wide main street dominated by the black and white front of the Feathers Hotel, famous since coaching days. The excellent hotels here make it an ideal centre for visiting this superb stretch of country.

Just outside Ledbury on A.438 is the 19th century Eastnor

Castle, built by Lord Somers. Although not old, it is magnificent, with great battlements mirrored in a shining lake

Two miles past Eastnor the road lifts over the southern end of the Malvern Hills. A difficult left turn at the cross lanes on the top, through a pair of stone gateposts, brought us to Castlemorton Common. Here is unlimited space for picnicking on summer Sundays, with a magnificent outlook along the whole

Black Forest-Blue SEA

E wanted to go to the Black Forest in South-West Germany, and also to Rapallo on the Italian Riviera; with a small car—an Anglia—and a limited amount of time the plan appeared at first sight somewhat ambitious. But the A.A. Foreign Touring Guide revealed that the route to Rapallo via the Black Forest is only 34 miles longer than the direct route to Nice, for instance.

We decided to treat France strictly as a transit country and to make the best possible use of the straight roads of its north-east. After crossing by the Dover-Dunkirk night ferry we would be able to start driving soon after 5 a.m., and we estimated that the 410 miles to Freiburg, in the Black Forest, on the first day, would be feasible.

In fact the mileage proved to be 440 owing to the long road diversions between Dunkirk and Rheims, but we felt in the end that one's mileage in France is limited more by the comfort of the car's seats than by the cubic capacity of its engine.

We took 9½ hours to cover the 326 miles from Dunkirk to the

unexpectedly beautiful town of Nancy with its superb baroque Place Stanislas, and we felt we could afford an hour to stretch our legs and have some coffee. After Lunéville, the road to Colmar via St. Dié and the Col du Bonhomme enters the Vosges mountains, where the scenery and old-world towns and villages are just as attractive as their counterparts in the Black Forest. The roads are smooth and well surfaced (though the "Slippery Road" sign is met with suspicious frequency), gradients are easy, and the hills and woods a welcome contrast after the monotonous plains. The well preserved, age-old village of Kaysersberg (Dr. Schweitzer's birthplace) is worth a stop and a stroll.

We crossed the Rhine at Breisach, and at 7.30 p.m. we were in Freiburg, the capital of the Black Forest. The Freiburgers have rebuilt the bomb-devastated centre of their town with good taste, though better supplied with good and inexpensive restaurants than with hotels. The Dom-Hotel Geist in the Cathedral Square has a good restaurant and newly built modern rooms with showers. A satisfying meal can be had for about 6s 6d; a double room with breakfast costs between £1 5s and £1 10s. The new



Colombi Hotel has its own garage and service station; prices range from about £1 per head for room and continental breakfast.

The Schwarswald garage gave us good and quick service, though at somewhat unexpected charges: 10s for mending a puncture and 5s 6d for a car "shampoo," so thorough that it included the inside of the boot.

During the week the Black Forest is a touring ground par excellence; on fine Sundays in the season and on the main roads you have as much time and opportunity to watch the scenery as in the middle of Piccadilly Circus. In any case those who confine their explorations to the main road through the Höllental to Lake Titisee eat the icing without tasting the cake.

. This lovely region of forests and lakes, hills and ancient villages is worth the expense of a local map, and as many circular trips as can be fitted into the tourist's timetable. Roads are good, and a plain, substantial meal can be had in most villages at prices seldom exceeding 5s at inns, and not much more at hotels catering for tourists. Local wines are white, light, inexpensive, and should be bought from the wood by the quarter litre (a little under a half pint)

Since the usual route from Freiburg to Basle is as incapable of dealing with its heavy traffic as the Great North Road (an autobahn extension is planned) lakes Titisee and Schluchsee might be left to the last day. A much more attractive route to Switzerland than through Basle passes these two lakes and goes on to traverse the most unspoilt part of the Black Forest, crossing the Rhine and Swiss frontier at the little town of Waldshut. From Waldshut to Zurich is less than an hour's drive on a busy main road (25 miles).

Is Switzerland as expensive as they say? It depends, among



Impossible in London, possible in Genoa: an underground garage in the centre of the town

Across France, Germany and Switzerland to Italy by Anglia

other things, on whether you smoke. We bought 800 Swiss-made English cigarettes, saving more than £4 over British prices. Petrol at 35 9½d a gallon also represents a considerable saving, particularly for the return journey through France.

We left Zurich at 6 p.m.; we intended to drive towards the St. Gotthard Pass and stop for the night at some village inn, but as night fell a full moon flooded the landscape with so much beauty that we kept driving on along lakes Zug and Lucerne, lights dipped better to enjoy the sight of the silver-tipped mountains. We certainly needed our head lights again in the wild Schöllenen gorge, with its brand new Devil's Bridge which has now replaced the old structure.

At 10 p.m. we walked into the *Hotel Löwen* in Andermatt, to be smilingly served a splendid meal of a huge *Holstein* escalope of veal with a fried egg on top and a large selection of vegetables. Here, dinner, double room, breakfast and garage came to about £3 3s, including visitors' tax and the usual 15 per cent service charge. Everyone seems to leave his car in the streets for the night in Germany and Italy; in Germany we did as the Germans do, in Italy we did not.

After breakfast we tackled the St. Gotthard Pass. These Alpine passes have an undeserved reputation for difficulty—the maximum gradient of St. Gotthard is 1 in 10 and of the Simplon 1 in 11, and since they are above the tree line visibility is perfect in the upper reaches. The long descents are hard on the brakes, however, and the car should be kept in a low gear.

Modern cars do not boil during the climb unless the driver hangs on to too high a gear; a freely revving engine keeps relatively cool, a hard labouring one does not. But the real pitfall is in stopping the engine altogether "in order to let it cool down a bit"—this means stopping the water circulation and allowing the hot cylinders to boil the static water within a few seconds.

Although Alpine passes present no real difficulty from the driving point of view, some people feel oppressed by mountains, and others simply do not like heights. A remarkably large number of motorists ship their cars through the railway tunnels, even during the summer. The cost is about £2 2s for the St. Gotthard and £3 3s for the Simplon tunnels. A less expensive alternative is for any passenger who dislikes passes to take the train and pick up the car at the other end.

Lunch at the Gambrinus brasserie in Lugano, a sunbathe



Heading picture opposite: The famous "Stag's Leap" in the Höllental gorge, between Freiburg and Titisee

The famous hairpin bends on the south side of the St. Gotthard pass a typical "low gear stretch" during the descent







Italian traffic lights are often hand-operated by a policeman standing at the corner of a crossroads. At least one can ask him the way! Right: Sunday morning in the plazza at Vigevano; bicycles, bicycles and bicycles—and scooters

Black Forest-BLUE SEA

followed by a lazy drive along the shores of the lake, a stop at the Italian frontier to buy tourists' petrol coupons (a considerable economy), on to the autostrada south of Como, and into big and noisy Milan—so noisy, in fact, that to find an hotel in a quiet street is important for those who value a good night's sleep.

We found the Fenice at 2, Corso Buenos Aires, quiet, clean and comfortable. It has no public rooms and serves no meals, but it was much more fun to breakfast at the Motta self-service café-bar on the Galleria of the Cathedral, a large place where—a miracle—the staff firmly refuse tips.

The 96 miles of fast road from Milan to Genoa are quickly covered; at the end of the autostrada—here called camionale—comes the first sight of the Mediterranean from the hills above Genoa. To drive fast along the coast road to Rapallo (21 miles) would be more than a pity; Northern Italy's most beautiful coastline, from Genoa to Rapallo and on to Santa Margherita and Portofino, is a region for peaceful contemplation, not racing.

Apart from being beautiful, this part of the Italian Riviera is also expensive, at least during the season (July-August). On 1 September prices drop, and a little innocent haggling is quite acceptable at medium-class hotels. We were quite happy at the

Britain, France, Germany, Switzerland? An international scene equally delaying in any country. This was near the Franco-Swiss border

Hotel Marsala, on the sea front in Rapallo, where we paid £1 14s each for a room with balcony and full board. My polite refusal to pay a 15 per cent service charge on a long-distance telephone call was met with a respectful smile.

The quickest way home from Genoa is by way of Turin and the supremely easy Mont Cenis Pass, but we wanted to see a friend in the little Lombard town of Vigevano and to take in lakes Maggiore and Geneva. We found that secondary Italian roads have improved beyond comparison since before the war, and, with a good map, short-cutting across the Lombard Plain is perfectly enjoyable. At Vigevano we had drinks in the beautiful little piazza, and a typically Italian lunch (so much better than tourist hotel food and not at all oily) at the Albergo Cannone d'Oro, where Eleonora Duse was born. We drove on past Lake Maggiore, through Stresa (the Brighton of the Milanese) and over the Simplon Pass to Brigue, putting up at the very unpretentious but spotless Hotel du Commerce.

At 7 a.m. we were awakened by one of those inexplicable exhibitions of bad manners in which some people indulge when they are abroad: a young man revved up his sports car in the little square surrounded by three hotels, as though he were on the starting line at Silverstone—a bad advertisement for his GB plate.

Is Switzerland expensive? At the Hotel Central in Lausanne a gargantuan and beautifully cooked five-course lunch for three, including aperitifs, half a litre of light Swiss wine, coffee, Kirsch and service came to £4.

For married couples French country hotels, too, are less dear than appears at first sight, because the majority of rooms have double beds and cost no more for two than for one—a fact rarely mentioned by travel agencies charging inclusive prices per head. In Besançon we paid £2 for our room with private bathroom and breakfast at the Hotel de Paris, which also has a relatively inexpensive restaurant.

We always make a point of sweetening the last day of a tour with a little luxury; on this occasion we celebrated at a Michelin starred restaurant, the Angleterre at Chalons-sur-Marne (for about £1 per head). Although we could not, of course, do justice to its wines with the 364-mile trip from Besançon to Dunkirk before us, we had plenty of time for coffee and a visit to the Cathedral at Rheims. What, indeed, are 364 miles in North-East France?

Our route: Dunkirk, Arras, Rheims, Nancy, Colmar, Freiburg, Zurich, St. Gotthard, Lugano, Milan, Genoa, Rapallo-785 miles.

Rapallo, Genoa, Allessandria, Vercelli, Novara (or Tortona, Vigevano, Novara), Stresa, Simplon, Lausanne, Besançon, Chaumont, Rheims, Arras, Dunkirk—756 miles.

H.W.

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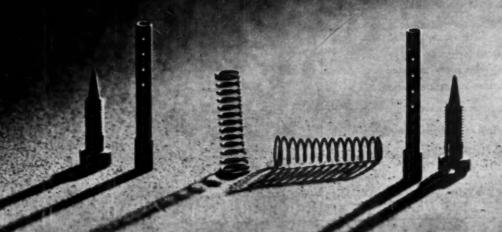
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DESERT DINGHY

Citroen 2 × 2 c.v. Prototype for Tackling

Soft Sand-La Saharienne

IRST the horse, and now the camel -no beast is safe from the relentadvance of mechanization. Threatening the omnipotence of the Ship of the Desert in the sandy wastes of the Sahara is a new twin-engined Citroen project, the 2 c.v. Saharienne. Like the camel, it has four powered contact points with terra infirma, but it moves faster and carries more passengers more comfortably. So far only one of these ubiquitous vehicles has been made, and the Quai de Javel will assess public and commercial reactions and opinions before proceeding with its production.

Outwardly the Saharienne looks like a standard export model; that is, its suspension is set to give slightly more ground clearance, its protective undertray is extended and swept upward front and rear, to meet bumpers which have an increased clearance longitudinally from the body ends. Under the front bonnet an oil-bath air filter to the carburettor is noticed. Inside the passenger compartment there are the usual clutch, brake and accelerator pedals and the normal facia-mounted gear Between the front seats, however, lever. is a second ignition switch and starter control, and the floor of the rear compartment is divided by a narrow pressing covering extra control links.

It is in the boot that the non-conformity really becomes apparent, for a second engine/transmission unit is tucked away within it. This is identical with the standard front-drive assembly (425 c.c. aircooled four-stroke, flat twin engine, in unit with a centrifugal disc clutch, fourspeed gear box and final drive) and in-cludes the inboard drum brakes. It is, however, installed with the engine behind the transmission, so that the two units are symmetrical about the car's transverse







the " Unfair competition-where's steward?" is a camel's natural reaction to the new Citroen. Left: Road test view from the driving hump

axis. This has entailed only one modification of the drive assembly—placing the final drive crownwheel on the opposite side of its driving pinion to give it reversed rotation.

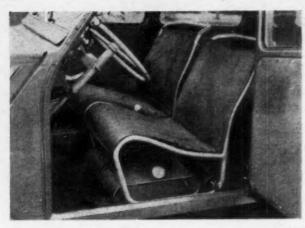
It will be remembered that the 2 c.v.'s interacting-type suspension is symmetri-cal in standard form, the front wheels being carried on leading and the rear on The front and rear arms trailing arms. on each side are linked by adjustable tension rods to a common coil spring assembly, mounted midway along the side of the chassis platform. Thus, the four-wheel-drive installation has necessitated no alterations to the suspension layout or characteristics.

Under normal road conditions and on firm ground the Saharienne is intended to be pulled along by its front engine and wheels alone, and there is no direct transmission link between front and rear, heavy going, such as in mud or soft, yielding sand, or when tackling steep gradients with a full load, the rear engine is started and thereafter controlled by the common clutch and throttle pedals, and single gear lever. This arrangement doubles not only its tractive means but also its col-lective power—from 14 to 28 nett b.h.p. The dry weight is no more than 1,430 lb (124 cwt, 650 kg), and its fore and aft distribution is claimed to be practically 50/50 regardless of the load carried.

Until the rear engine is started remains isolated from its transmission by virtue of the centrifugal clutch. Even when this engine is not running, its throttle valve is being operated and its gears changed. In practice there seem to be no difficulties about changing gears in the "dead" box, since there is synchromesh on the three upper ratios, and in any case the inertia of the small gear wheels it very low. Any desired interrelation between the throttle settings can, of course, be arranged, but as demonstrated they appeared to be identical.

To witness the capabilities of the Saharienne I was invited last Friday to remains isolated from its transmission by

Engine at the front, engine at the back—and the Citroen trundles inexorably up a steep sandy slope



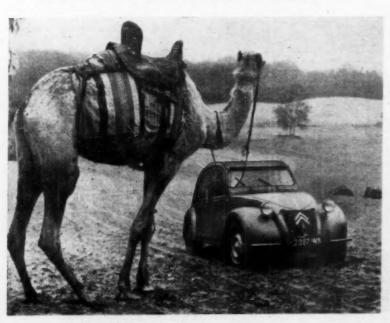


Left: An additional fuel tank under the front passenger's seat keeps pace with the second engine's thirst. Right: Engine installation at the rear



Lonely furrows in the sand as the Citroen is put through its paces





DESERT DINGHY . . .

join a number of French journalists at La Mer de Sable, a strange little desert of fine yellow sand in the middle of the Forest of Compiègne, near Ermenonville, about 30 miles north-east of Paris. It is here, incidentally, that the poet Jean-Jacques Rousseau lies buried in the beautiful grounds of his beloved Château de Chaalis. Contrasting with the little grey 2 c.v. demonstration car were two rather disdainful real live camels, one of which was also subjected to a brief road test by your reporter.

Although tyres of abnormally large section for this model were fitted to the Citroen—155 in place of 155 × 400—these were standard Michelin X covers with the ordinary tread pattern. They were inflated to 10 lb sq in (0.7 kg), which is the pressure recommended for everyday use on tarmac roads.

The Sea of Sand was soft and dampeven a little snow fell while he Citroen performed its astonishing evolutions; but even with four up it proved able to overcome the drag of sand which made walking quite a labour, and attacked slopes of about 1 in 3 on the same surface. The relatively low weight is a great advantage.

One obvious advantage of the Saharienne's tractive means over other fourwheel-drive vehicles is the independence of its front and rear systems; this not only permits the wheels to turn at different speeds without fore-and-aft torque transference, but seems also to reduce the snaking tendency experienced with some coupled drives.

Extreme flexibility and range of the unique Citroen suspension allows the car to be driven over ridged sand and deeper inequalities without shock to the occupants, although if these are taken too fast it more nearly approaches the slow-motion pitch and roll of a camel ride. This flexibility ensures also that the wheels follow the contours of the ground, and absence of hop removes one incitement to wheelspin.

As an inexpensive means of travelling comfortably and surely over terrain which hitherto has been impassable to all but relatively costly and complicated special-purpose vehicles, the Saharienne offers increased mobility to oil prospectors, archæologists, explorers and the like. It really works—and it's fun!

R. B.



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THIS LIST OF houses and gardens is a selection of those which are specially recommended; about half are owned by the National Trust. For details of the others, and further particulars of those mentioned on these pages, the official handbook of National Trust Properties is recom-mended. It is available from The National Trust, 42 Queen Anne's Gate, London, S.W.1, price 2s 6d.

Also recommended are two books by Index Publishers, Ltd., 69 Victoria Street, London, S.W.1. First of these is Historic Houses and Castles, 1958, which lists over 400 of these properties in Great Britain, both National Trust and privately owned. It gives details of catering facilities, precise location of each property, and full particulars of opening times and charges. There are many photographs of selected estates, and the book, which is printed on quality art paper, is very reasonably priced at 3s. The other publication is Museums and Galleries, which is priced at 2s 6d, and deals in similarly excellent detail with over 750 collections of historic interest in Great Britain.

In the list which follows the properties are open on bank holidays in addition to the days mentioned.

Bedfordshire

Luton Moo: on A6, 2½m SE of Luton. House: 2s 6d daily except Tuesdays and Sundays (April-September). Open 11 a.m. to 6 p.m. (2 to 6 p.m. on Sundays). Gardens: 1s, Wednesdays.

Sundays). Gardens: 1s, Weanescaps. Open 2 to 6 p.m. Woburn Abbey: on A50, in Woburn Abbey: on A50, in Woburn Ash of Dunstable. 2s 6d, daily except Mondays (April-October). Open 12.30 to 5.30 p.m. (11.30 a.m. to 7.15 p.m. on Sundays and bank Actidated.

Berkshire

Buscot Park: A417, 3m NW of Faringdon, E side of main road. 2s 6d, 1st and 2nd Saturday of the month (April-September) and the day following (Sunday). Open 2

day following (Sunday). Open 2 to 6 p.m.
Savill Gardens: approached from Wick Lane, Englefield Green. Is, daily (March-October). Open 10 a.m. to 6 p.m.

Buckinghamshire

Ascot: 2m SW iif Leighton Buzzard, ½m E of Wing, on S side of A418. 12 6d, Thursdays and Saturdays (August and September), and Thurs-days and the first and third Saturdays in April, May, June and July. Open 2 to 6 n.m.

in April, May, June and July. Open 2 to 6 p.m.
2 to 6 p.m.
Claydon: in the middle of Claydon village 13m NW of Aylesbury. 3 I m SW of Winslow. 3 to daily except Mondays, but including bank holidays, from I May. Open 2 to 6 p.m.
Cliveden: 8476, 3m from Maidenhead House 1s, garden 1s, Thursdays, except 20 June (April-September). Open 2.30 to 5.30 p.m.
Hughenden: A4128, 1 Jm N of High Wycombe, W side of Great Missenden Road. 1s 6d. daily including Sundays and bank holiday Mondays (closed on other Mondays, and on the day following

and bank holiday Mondays (closed on other Mondays, and on the day following a bank holiday). Open 2 to 6 p.m. also 10 a.m. to 1 p.m. on Sautodys and Sundays. Closed in January. West Wycombe Park: A40, at the W end of West Wycombe, S wi Oxford Road. Grounds 1s, house and grounds 2s 6d, weekdays (7 to 31 July): also every day in August. Open 2.15 to 6 p.m.

Cambridge

Peckover House: in Wisbech on the north bank of the river Nene. Is, Wednesdays, Thursdays and Saturdays (March-June and September-October); daily except Tuesdays (July-August); also on Sundays (April-September). Open 2 to 5 p.m.

Cheshire

Bramall Hall: on A5102, 2½m S of Stockport and 2½m W of Hazel Grove. Is, daily (April-September). Open 10 a.m to 1 p.m. and 2 to 7 p.m.

Churche's Mansion: in Nantwich at junction of Newcastle road with Chester By-pass. Is, daily all the year. Open 9 a.m. to sunset.
Little Moreton Mall: A34, 4m SW. di Congleton. Is daily, Tuesdays to Sundays (March to October). Closed on Mondays, and on the Tuesday following a bank holiday. Open 10 a.m.

following a bank normal.

Lyme Park: A6, entrance on W outskirst of Disley, 6fm 5E of Stockport. Is daily (to staterooms): park and gardens free. Open 2 to 4 p.m. winter, I to 7 p.m. summer.

Cornwall

Cotehela: 2m W of Calstock; 8m. SW of Tavistock; on r. bank of Tamar. 2a 6d daily; closed Mondays (except bank holidays). Open 10 am. to 6 p.m. Lanhydrock: 2 m S of Bodmin. Is house. Is gardens, Wednesdays and Saturdays (April-Saptember). Open 2 to 6 p.m. 5t. Michael's Mount: Im E of Marazion; access by front pure causement.

5t. Michael's Mount: Im & of Mara-zion; access by foot over causeway, or by ferry at high tide. Is Wednesdays and Fridays: 2s Mondays (June-Sep-tember). Parties at frequent intervals 10.30 a.m. to 4.30 p.m. (June-September) parties at (3.00 a.m., 12, 2, and 3.30 p.m. (October-May)

Cumberland

Wordsworth House: in the main street, Cockermouth. Is, Mondays and Saturdays all the year. Open 2 to 5 p.m.

Derbyshire

Haddon Hall: on A6, 2m SE of Bake-well and 64m N of Matlock. 2s 6d, daily except Sundays (April-October). Open II a.m. to 6 p.m.

Devon

Buckland Abbey: 6m S of Tavistock, 11m N or Plymouth, reached by A366. 1s, weekdays and bank holidays (6 April to 30 September). Open 11 am. to 6 p.m.; to 6 p.m.; 1 October to Easter Eve, Wednesdays, Staturdays and Sundays, 3 to 5 p.m. Compten Castle: 4m Wolf Taviaga, 1 m N of Maridon; from Newton Abbot-Tocnes road (A381) turn 3E at Ipplepen crossroads. Is, Mondays and Thursdays. Open 10 am. to 12 noon, 2 to 6 p.m. Killerton Gardens: en W side of A38, 7m NE of Exeter. Is 8d, daily all the year, except Good Friday and Christmas Day. Terve Abbey: in Torquay at Abbey Sands, facing Torbay, 6d, daily all the year (closed on Sundays in winter). Open 9 am. to 1 p.m. and 2 to 6 p.m. on weekdays; and 10 30 am. to (2.30 p.m and 2.30 to 4.30 p.m. on Sundays. Wertham Manor: Im N eif A30 at Lifton, 3s (including tea), daily (May-October). Open 3 to 6 p.m. Buckland Abbey: 6m S of Tavistock,

OUT IN THE



COUNTRY



Top picture: Knole in Kent; Above: Cotehele in Cornwall

Durham

Durham Castle: In the centre of the city. Is, daily except Sundays all the year. Open 9.30 a.m. to 12.30 p.m. and 2 to 5.30 p.m (November-March).

Essex

Ingatestone Hall: off A12, im 1E of Ingatestone. Free, daily except Mondays and Sundays (April-October). Open 9.30 a.m to 12.30 p.m and 2 to 4.30 p.m.

Gloucestershire

Chedworth Roman Villa: A429, 3m NW of Fossbridge, which is on the Cirencester-Northleach road. Is daily except Mondays but including Sundays and bank holidays. Open 10 a.m. to 1 p.m., 2 to 7 p.m. Hidcote Manor Garden: near A46 and 84081, at Hidcote Bartrim 3m NE of Chipping Campden. Is 6d, Wedriksdays, Saturdays, Sundays, Sundays, and bank holiday Mondays. Open 2 to 5 p.m.

oank norsely Planer: 9m S of the W end of Broadway and 4m W of the unction of A424 and A44. 2s 6d Wednesdays, Thursdays, Seturdays, Sundays and bank holidays (April-October) Open 2 to 6 p.m.; also II a.m to I p.m. on Sat

Hampshire

Beautieu Abbey and Palace House, and Montagu Motor Museum: in Beautieu Sm Ille of Lyndhurst, 14m S of Southampton and 8m NE of Lymington. Museum and gardens; 2s 6d, ally except Monday mornings (April-October), Open 11 a.m. to 1 p.m. and 2 to 6 p.m. Abbey: 1s, daily all the year. Open 9 a.m. to 7 p.m. in

Hertfordshire

Hatfield House: In Marfield, 18m N of London. House and West Gardens: 2s 6d, daily except Sundays (April-June) and daily except Mondays (July-October). Open 12 to 5 p.m. (week-days): 2.30 to 5.30 (Swedays) East and West Gardens only: s 6d, Mondays (July-September). Open 2 to 5 p.m. Park only: Is, daily all the year. Open 10.30 a.m. to sunset. Renebworth House: 1-4m from New Knebworth House: 1-4m from New Knebworth And 28m N of London. 2s 6d, daily except Mondays and Tuesdays (May-September). Open 2 to 5 p.m.

Kent

Kmele: at the Tonbridge end of Sevanoaks. 2s 6d; on Fridays except Good Friday S. Wedheaddays, Thurs-days, Fridays (including Good Friday), Saturdays and bank holidays (April-October). Open 10 a.m. to 12 p.m., 2 to 4.30 p.m.; also 10 a.m. to 12 p.m., 2 to 3.30 p.m. in November, Occambe and March. Closed January and February. and March. Closed January and February.
Old Soar Manor: 2;m SE of Ightham; approached by A227 and Plastol, 6d; sopen 9 a.m. to 6 p.m. (March-April), Sundays 2 to 6 p.m.; 9 a.m. to 8 p.m.; 9.30 a.m. to 4 p.m. (October-February) Sundays 2 to 6 p.m.; 9.30 a.m. to 4 p.m. (October-February) Sundays 2 to 4 p.m. Sizeinghurst Place Gardens: on A362 just outside Sissinghurst village. Is, daily (April-October). Open 18 a.m. C 7 p.m. Smailhythe Place: on Eside of 82082, 2m 5 of Tenterden. Is, daily except Tuesdays including Sundays and bank holidays (March-October). Open 1.38 to 6 p.m.

Lancashire

Astley Hall: on A6 near town centre, 6d, daily all the year. Open 2 to 6 p. m.



Nostell Priory in Wakefield, Yorkshire

Lake District

Sizergh Castle: A6, 3m S of Kendal on W side of the Lancaster Road, 25 6d, Thurdays (April-September). Open 2 to 6 p.m. Townend: at the S end of Troutbeck. 15, all weekdays. Open 2 to 5 p.m.

Middlesex

Hampton Court Palace: on N bank of river Thames at Hampton Court. Is, daily all the year. Open 9.30 a.m. to 6 p.m. (weekdays, May-September) and II a.m. to 6 p.m. (Sundays, May-

September).
Osterley Park: just N of Osterley Underground Railway station on the Great West Road; reached from Syon Lane on the N side bif the Great West

Road.
Park, open free all year. Summer:
weekdays 10 a.m. to 8 p.m.; Sundays
and bank holidays 12 to 8 p.m.; winter:
weekdays 10 a.m. to dusk; Sundays and
bank holidays 12 noon to dusk.

North Wales

Bodnant Gardens: A496, 4m S of Conway on the E bank of the river. Entrance by the Eglwysbach Road, 2s, Tuesdays, Thursdays, Saturdays Adbank holidays (April-October). Open 1,30 to 4.45 p.m.

Penrhyn Castle: A5, Im E of Bangor. Castle Is 6d, grounds Is. Open weekdays including bank holidays

(June-September). 10.30 a.m. to 12.30 p.m., and 2 to 5.30 p.m., Mondays, including bank holidays, and Wednesdays. 2 to 5.30 p.m., and Saturdays, 10.30 a.m. to 12.30 p.m. and 2 to 5.30 p.m. (April, May and October). Powis Castle: A483, on 5 edge of Welshpool. Castle and gardens 3s, gardens only 2s, castle only 1s 6d, daily except Tuesdays and Fridays (I June-30 September). Open I to 6 p.m., bank holidays 10.30 a.m. to 5.30 p.m.

Nottinghamshire

Thoresby Hall: 4m N of Ollerton, just W of A614. 2s 6d, Wednesdays, Thursdays, Sacurdays, Sundays and bank holidays (March-September). Open 2.30 to 6 p.m. (Wednesdays and Thursdays) and II a.m. to 6 p.m. (Saturdays and Sundays).

Oxfordshire

Blenheim Palace: on A34 in Wood-stock, 8m N of Oxford. 2s 6d, Mondays, Tuesdays, Wednesdays and Thursdays (April-July and September-October) and daily except Fridays (August-September); closed for Whitsun. Open I to 6 p.m.

Somerset

Coleridge Cottage: at W end of Nether Stowey on S side of A39, 8m W of Bridgwater. 6d, daily except

OUT IN THE COUNTRY . . .

Saturdays, but including Sundays Open II a.m. to I p.m., 2 to 5 p.m. Montacutes: 4m W ii Yeovil on N side of A3088. 2s 6d, gardens only Is weekdays 'except Tuesdays', Sundays and bank holidays (April-September). Open II a.m. to 6 p.m.; October-March, II a.m. to 4 p.m.

South Dorset

Clouds Hill (Lawrence of Arabia's cottage); B3390, 9m E of Dorchester. I m E of Waddock cross-roads, Im N of Bovington Camp. Is 6d, Sundays, Wednesdays, Thursdays (April-September). Open 2 to 6 p.m. (noon to dusk October-March.)

South Lancashire

Speke Hall: on N bank of Mersey, 8m SE of Liverpool on E side of Airport. Is weekdays (April-September). Open 10 a.m. to 7 p.m., Sundays 2 to 7 p.m. Rufford Old Hall: A59, 5m NE of Ormskirk at N end of Rufford, is weekdays except Monday, but including Good Friday and bank holidays. Open 10 a.m. to dusk. (1 p.m. to_dusk on Sundays.)

Staffordshire

Wightwick Manor: A454, 3m W of Wolverhampton just N of main road. 2s 6d Thursdays, Saturdays and bank holiday Mondays. Open 10.30 a.m. to 12.30 p.m., 2.30 to 5.30p.m.

Suffolk

Ickworth House: on W side of A43, 3m SW of Bury St. Edmunds. Ia 6d, Thursdays, Fridays, Saturdays, Sundays and bank holidays (April-October). Open 2 to 6 p.m

Surrey

Ham House: Richmond, on S bank of Thames opposite Twickenham. Is, weakdays and bank holidays (April-October). Open 10 a.m to 6 p.m.; Sundays, 2.30 to 6 p.m. Poleaden Lacey: 3m NW of Dorking; reached by A246 from Great Bookham and thence by road leading S for 1 l/m. 2s, Saturdays, Sundays, Wednesdays and bank holidays (except Boxing Day). Open 11 a.m. to 1 p.m., 2 to 6 p.m. (open in the morning on Saturdays and Sundays only).

Arundel Castle: in Arundel, 9m W of Worthing and 10m E of Chichester, 2s, Monday: to Thursdays (May-Juy) and Mondays to Fridays (August-September). Open I to 4.30 p.m. (May-June) and I2 to 4.30 p.m. (July-September).

(Hay-June) and 12 to 4.30 p.m. (July-September).

Bateman's: A265, §m S of Burwash, reached by the road leading S from the W end of the village. 2s, Wednesdays, Saturdays, Sundays (March-October).

Open 2 to 5 p.m.

Bodiam Castle: 3m S of Hawkhurst Im E of A229. Is, weekdays including bank holidays (May-September). Open 10 am. to 7 p.m.; Sundays 2 to 5 p.m. Mymans Gardens: 82114, on 58 edge of Handcross. 2s, Wednesdays, Thursdays, Saturdays and Sundays (April-October). Open 2 to 7 p.m.; also on bank holiday Mondays (April-October).

Warwickshire .

Charlecote Park: A4086 4m E of Stratford on N side of main road. House and gardens 2s 6d, gardens only Is 6d, daily except Fridays, but including Sundays and bank holidays. Open 11.15 a.m. to 5.45 p.m.
Kenilworth Casele: in Kenilworth. Is daily all the year. Open 9 a.m. to 8 p.m. on weekdays, 2 to 8 p.m. on Sundays.
Packwood House: A34, 1½m E of Hockley Heath, 11m 5E of Birmingham. 2s 6d house and gardens, house only 2s, Wednesdays, Thursdays, Saturdays and bank holidays (April-September). Open 2 to 7 p.m.: Sundays 3 to 7 p.m.: Wednesdays, Saturdays, bank holidays in October-March 2 to 5 p.m. and Sundays 3 to 5 p.m.
Ragley Hall: on A435, 1m SW of Sundays 3 to 5 p.m.
Ragley Hall: on A435, 1m SW of Schenberber. Open 2 to 6 p.m.
Stoneleigh Abbey: on A444, 2½m E of Kenilwortch and 5½m N of Leamington. 2s 6d, daily: (April-October). Open 2.30 to 5.30 p.m.
Upton House: A422, 1m S of Edgehill. 7m NW of Banbury on W side of Stratford main road. House and gardens 2s 6d, gardens only 1s, September. Open 2 to 6 p.m.
Warwick Casele: in Warwick. 2s 6d, weekdays all the year. Open 10 a.m. to 5.30 p.m. (April-September) and 10.30 a.m. to 4 p.m. (October-March)

Wiltshire

Lacock Abbey: 3m N of Melksham.
3m S of Chippenham, just E of A350.
Abbey: Is 6d, daily (except Fridays)
including Sundays and bank holidays
(April-October). Open 2 to 6 p.m.;
Mondays, Wednesdays (NovemberMarch), 2 p.m. until dusk. HouseIs 6d, Wednesdays and bank holidays
(April-September). Open 2 to 6 p.m.;
The Courts Gardens, Holt; A3053
3m N of Trowbridge, 2½m E of Bradfordon-Avon. Is, Tuesdays, Wednesdays
and Thursdays (April-October). Open
12 to 1 p.m. and 2 to 5 p.m.
Wilton House: on A30, 2½m W of
Salisbury, Is, daily (April-October).
Wednesdays, Saturdays and Sundays
(October-March). Open 10 a.m. to
6 p.m. (4 p.m. in winter).

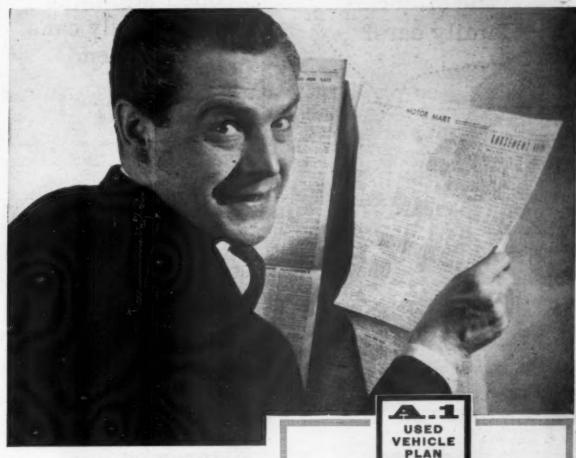
Yorkshire

Nostell Priory: on N side of A638, 6m SE or Wakefield. 2s 6d, Wernesdays, Saturdays, Sundays and bank holidays (April-October), and daily (1 August-14 September). Open 2 to 6 p.m.

ENTRANTS FOR LE MANS (See also The Sport, p. 413)

Entrant	nt Cars Ality		Make	Engine size c.c.	Entrant	Cars	Nation- ality	Make	Engine size c.c
Aston Martin Ltd. P. Whitehead	3	G.B. G.B.	Aston Martin Aston Martin	2,992	R. J. W. Utley Automobiles Porsche	1 2	G.B. Ger	Tojeiro Porsche	1,960
Ecurie Ecosse	2	G.B.	Jaguar	2,986	Automobiles Porsche	1	Ger.	Porsche	1,498
M. D. Hamilton	ī	G.B.	Jaguar	2,986	M. Hugus	1	U.S.A.	Porsche	1,498
Equipe Nationale Belge	1	Beig.	Lister Jaguar	2,986	G. de Beaufort	1	Hol.	Porsche	1.498
B. Halford	1	G.B.	Lister Jaguar	2,986	Goethals	1 1-	Ger.	Porsche	1,498
Automobili Ferrari	3	Ital.	Ferrari	2,953	Lotus Engineering		G.B.	Lotus	1,475
Automobili Ferrari	1	Ital.	Ferrari 250 G.T.	2,953	Conrero	2	Ital.	Alfa Romeo G.S.V.	1
Tavano .	1	Fr.	Ferrari	2,953				Zagato	1,290
G. Bonnier		Swiss	Ferrari	2,953	Locus Engineering		G.B.	Lotůs	1,098
F. Picard		Fr.	Ferrari	2,953	Car Exchange	1	G.B.	Lotus	1,098
Los Amigos	1	Fr.	Ferrari	2,953	Automobiles D.B.	3	Fr. G.B.	D.8.	750
North American Racing	2	U.S.A.	Ferrari	2,953	Lotus Engineering	1	Fr.	Lotus	750
Godia		Spanish	Maserati	2,950	Automobili Osca Ecurie Lotus France	1 4	Fr.	Osca	748
P. Colas		Fr. G.B.	Aston Martin Frazer-Nash	2,600	Vernet	1	Fr.	Lotus V.P.	747
Frazer-Nash Ltd.	1	G.B.	Lotus	2,220	Panhard-Monopole	1 2	Fr.	Panhard	747
Agence Mase sti France		Fr.	Maserati	1,994	Deviterne-Lailler	1	Fr.	D.B.	745
Peerless Cars	1	G.B.	Pearless	. 1.991	Stanguellini	3	Ital.	Stanguellini	1,098 1,098 750 750 748 747 747 745 745 741
A.C. Cars, Ltd.	2	G.B.	A.C. Bristol	1.967	Elva Eng. Co.	1	G.B.	Elva	750

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Here's a motor oil that might have been made specially for the family motorist. That's because at starting temperature Shell Multigrade flows so freely you get immediate engine lubrication, yet when your engine warms up—even on long runs to the coast with a full family load—Shell Multigrade is tough enough to stand up to the strain and continues to give perfect engine protection.

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Get Shell Multigrade next time you stop for petrol and to round off the job ask your dealer for the Shellubrication Service to take care of the rest of your car.

FOOTNOTE

Because Shell Multigrade comes in two grades, 10W/30 and 20W/40 it is ideal for all cars—fast or slow, old or new.

EVERY ENGINE'S BEST FRIEND





A section of one of the Caravan Club's national rallies

THE MOBILE CARAVANNING AND CAMPING SEASON OPENS

THIS year promises to be memorable for all mobile caravanners and motor campers. Apart from the usual very full programmes, the Caravan Club is celebrating its 50th anniversary, and thousands have already booked passages on the cross-Channel services in order that, with tent or caravan, they can range through the whole of Europe from the south of Spain to the Arctic Circle.

Let us, first of all, take a glance at some of the events already arranged to take place in Britain. For tougher types, caravanning is fast becoming an all-the-year-round sport, but for those who like their fields reasonably aired, the season starts this weekend with "Early Birds" meets at Weston-super-Mare, Chessington, Ashburton and Southampton, and will go on until the Bonfire Meets at the beginning of November.

Because of petrol rationing last year, the Caravan Club postponed both the Fourth British Caravan Road Rally and the
National Rally until this year. Details of the Road Rally,
which is being centred on Brighton from 25 to 27 April,
appeared in The Autocar of 14 February last. Briefly, it is a
competitive event in which a limit of 125 starters have to cover
night and day road sections with a stop and restart test during
a hill-climb. In addition, the competitors take a number of
driving tests which will be staged on the Madeira Drive
Brighton, on Saturday, 26 April. On the following morning
a concours d'élégance will be held, for a trophy presented by the
Corporation.

The Caravan Club's Jubilee National Rally is being held at Harewood Park, near Leeds, by permission of H.R.H. the Princess Roval and the Earl and Countess of Harewood, over the Whitsun holiday. These National Rallies, which are open to all mobile caravanners whether they are members of the Caravan Club or not, are tremendous affairs. A row of temporary shops is constructed to supply caravanners'

needs, and sports and other amusements are organized. About a thousand vans are expected to turn up at Harewood Park. Here, too, there will be a number of competitions, but of a more static nature than those held at Brighton. There will be the usual competition for the best amateur-built vans, divided into two classes; up to 11ft and between 11ft and 17ft.

There will also be awards for "Owners' Improvements" and—quite original—for the best cold storage installation. This latter is a reflection of the need for such amenities when caravanning abroad, particularly in southern Europe. For members of the British Caravanners' Club, which is a section of the Camping Club of Great Britain and Ireland, there are two national meets. The first, at Escrick Park, York, will take place over the Easter holiday, and the other will be the Feast of the Lanterns to be held at Esso House, Abingdon, during the weekend 29-31 August.



By the seaside at Chambre d'Amour near Biarritz

FRESH FIELDS ...

It must not be thought, however, that all club caravanning entails the herding together of hundreds of caravans on one These big events must be organized in order that annual general meetings and other business of the clubs can be dealt with by representative numbers in pleasant surroundings. There are, however, delightful weekend meets which range from a small gatherings of vans or campers at some farm or riverside site, to other more sophisticated gatherings with dinner and dance laid on.

The events already arranged are so numerous that it would be impossible to give them in full, but the following chance selection will give an indication of their great variety: A wild daffodil meet near Newent, Gloucester; Whitsun at Llanfair Caereinion or Selsey Bill, or in the New Forest; folk dancing festival at Thaxted; racing at Silverstone; Royal Regatta at

Henley; the Empire Games at Cardiff.

These numerous weekend meets can often be woven into a pattern to fit in with annual holidays, the sites visited becoming starting points for tours of such delectable areas as Devon and Cornwall, Wales, the Lake District, the Yorkshire dales or the Scottish Highlands. One of the great charms of caravanning and camping is its utter freedom to go where one willsprovided, of course, that that does not take in one of the popular seaside resorts during August!

For the more adventurous spirits a tour abroad has much to commend it. Up to a year or two ago nearly all camping and caravanning on the Continent was entirely casual. This is changing, and there is a gradual movement to provide muni-cipal and commercial sites. There is still, however, a good deal

more freedom in this matter than in Britain. It is, for instance, quite the ordinary practice in France for caravanners in transit

to stay in town squares.

For those who have yet to make their first trip abroad and are a trifle apprehensive as to possible troubles, an easy introduction can be had by attending the international rally which is arranged each year in a different country. Last year it was held in Germany, this year Belgium provides the venue, and in 1959 it will be Britain's turn.

Attending the international, the uninitiated will find everything simplified and arranged for them. It is highly probable, also, that they will meet companions with whom to tour when the rally camp closes. There will be representatives from almost every European country present, and they are the people from whom information can be sought concerning the best spots to visit in their own countries, perhaps for a trip planned for the following year. The present writer has learnt much in this way, and realizes how many desirable sites and places would have been missed by the lack of such information. is almost as important, your informants will warn you of places not to visit.

The cost of touring abroad is dependent very closely on per-

sonal tastes and the prices ruling in the country in which the tour is to be made. Basic return cost of crossing the Channel for a family of four is about £25 for a car camper and £40 for a medium-sized caravan outfit; these figures include all charges for insurance and documentation. Site fees are very reasonable in most countries except for those near the very popular resorts. It is wiser to avoid, during the high summer, such places as the French Riviera or Spain's Costa Brava because the overcrowding will be found to be unbearable by our standards; the Continental camper does not seem to object to interlocking guy lines.

When stocking up the larder for the tour there are a number of things to be borne in mind. In France, for instance, food is very dear-butter is ten shillings a pound and tea twice that price-therefore it is a saving to take selected food; yet to visit France without enjoying its cooking would be a sad mistake.

Those who travel with young children would be well advised

to take a supply of tinned milk if their journey leads them southwards from the Channel Although pasteurized ports. is gradually becoming milk available, often it has to be searched for, and the unpasteurized variety is not recommended.

Southern Germany and Austria are both excellent touring grounds where there are lots very pleasant, clean sites. But, there again, it will be found that during July and through August most of the lovely lakeside sites are overcrowded. Both of these countries issue detailed lists of camp sites which can be obtained from either the R.A.C. or A.A. or from the travel agents.

It is obvious that in an article of this nature it is impossible to describe in detail the many facets of mobile caravanning and camping at home and abroad. but sufficient has been said to indicate its infinite variety and limitless possibilities. As was stated earlier, the whole of this island and the Continent-from Gibraltar to North Cape and eastward to Vienna-awaits your coming. J. Y.



Two Eccles caravans in a lovely setting at the foot of Glencoe, beside Loch Achtriochtan



The 12ft Alperson Alpine, originally designed for the Continental market where light weight and good towing qualities are essential

Caravans Concordant . . .

BY JOHN YOXALL

. . . With Pace, Purse and Purpose

Maker	Туре	Berths	Dimensions (body)	Weight (cwt)	Layout	Mattrosses	Brakes	Road Lights	Price (ex-works)
Alperson Products Ltd., Newmarket.	Alpine*	4	11' 3"x6' 2" x 6' 3"	112	CDD, S2T, EK,	IS	Bin G	F, R, Tr, Se	£280 0
Suffolk	Sprite 14°	4	13' 9"x6' 2" x 6' 3"	14)	DD, SD, CK,	IS	8in G	F. R. St	£315 0
	Sprite Major Mk. V°	4	15' 9"x6' 10" x 6' 3"	21	SD or DrD, 2S, EK, T	IS	8in G	F, R, St	€370 0
Amphibian Ltd., Conduit Lane, Hoddesdon, Herts.	Amphibious †††Otter	4	12'6"x6'8" x6'3"	12	DD, 25, EK, T	IS	6in,—	P, R	£497 10
Balmforth Caravans Ltd., Caravan Works, East Heslerton, Malton, Yorks.	Consort	4	16' x 7'	23	DD, 25, EK, T	IS	8in G	F, R, Se, Tr	£820 0
Berkeley Coachwork Ltd., Biggleswade, Bedfordshire	Argosy	4	10'6"x5'9" x6'	10	DD, SD, CK	IS	8in-	-R	£229 0
	Cavalier	4	15'10"x6'8" x 6' 6"	161	DD, SD, EK	IS	8in-	F, R	£389 0
Bluebird Caravans Ltd., 458 Ringwood Road, Parkstone, Dorset	Rambier	4	10' x 6' x 6' 4"	91	DD, 2ST, CK	IS	8in RO	-	£209 10 A1. £179 10 H
	Cambrian	4	12'6"×6'6"	12	DD, 25, EK	IS	Bin RO	F, R	£299 10
	Sportsman	4	14'6" x 6'6" x 6'8"	174	SD. 25, EK, T	15	Bin RO	F, R	£325 0
	Pathfinder	4	14'9"×6'6" ×6'4"	134	25, SD, EK, T	IS	Bin RO		£255 10 A1. £237 10 H
	Sun Parlour	4	16' x7' x 6'8"	194	DrD, 25, EK, T	IS .	Bin RO	-	£329 10
Burlingham Caravans, Garstang By-Pass,	Sportsman	2	12' x 6' 5" x 6' 6"	154	2S or DD	LR	8in W	F, R, Tr	£825 °O
Garstang, Lancs.	Grasmere	4	14'3" x 6'6" x 6'6"	181	25, SD, or DD, SD, EK, T	LR	8in W	F, R	£725 0
	Kendal	4	15' 6" x 6' 9" x 6' 6"	22	25, SD, EK, T	LR	10in W	F, R	£895 O

ARAVAN outfits have been referred to—facetiously, yet with some justification—as mobile road blocks. Chief blame for this state of affairs must rest on the 30 m.p.h. speed limit imposed in this country on all cars when towing trailer vans, regardless of power-to-weight or weight-to-weight ratios between the towing vehicle and the van.

The same regulations are imposed equally upon a modern 2½-litre car weighing 28 cwt and towing a 16-cwt caravan which has independent brakes, as on one in which the towing vehicle is a pre-war 12 h.p. car and and the caravan, with only overrun brakes, weighs perhaps 18 cwt. The first could tow quite safely at any speed maintained by traffic streams on our inadequate roads, whereas the latter outfit would probably start snaking at less than 30 m.p.h., and would be in requble on many main road hills. The appropriate authority's consideration of this matter is again invited.

It should not be thought, however, that it is necessary to own a modern 2½-litre car before the joys of really mobile caravanning can be experienced. Provided a careful choice is made from the great variety of types offered by caravan manufacturers, vans can be had suited to almost any car. One would not, of course, recommend towing with an out-and-out, high-performance sports car but, even so, Jaguar XK120s have been observed on the Continent, slipping very merrily along with a van attached—and holding up no one.

A formula often advanced for specifying a suitable ratio of car to caravan is 1½ cwt of van to each 100 c.c. of engine capacity. A second—and we think





Above left: Originality of outline marks the new Country Life Golden Lancrest loft, fourberth caravan

Above right: Exceptionally pretty is the little IOft Car Cruiser Carousel, made by O. G. Lywood Ltd. There are both two- and four-berth versions

Caravans Concordant

better—formula allows for a van weighing up to three-quarters of the weight of the car, or two-thirds if exceptional mobility is called for or mountain caravanning is contemplated.

It is interesting to make a few comparisons based on the two formulæ, and to take note, at the same time, of the lowest gear ratio available—a very important feature when that 1 in 6 hill suddenly presents itself.

denly presents itself.

At the lighter end of the scale can be instanced the Morris Minor 1000 of 948 c.c., weighing 1,662 lb; bottom gear is 16.5 to 1. On the cubic capacity to weight formula a suitable van might weigh up to nearly 12 cwt, whereas on the three-quarter weight formula it should not exceed 11 cwt. At that cubic capacity and weight the two formulæ approximate reasonably well, but in small sizes even 1 cwt is not lightly to be disregarded.

Stepping up capacity and weight, we can use as the next example the Peugeot 203, which has a cubic capacity of 1,290 c.c. and weighs 1,960 lb. Bottom gear is 18.6 to 1. Weight formula gives 14 cwt as the reasonable limit, and capacity rating 16 cwt.

Take now the Austin A.50 of 1,500 c.c. and 2,268 lb. Weight rating allows for a 15-cwt van, which figure increases to 18½ cwt on the cubic capacity rating. Bottom gear is 16.98 to 1.

As car sizes increase, so the differential

As car sizes increase, so the differential between the van weight limits rapidly widens. This is shown if the figures of the Standard Vanguard—a very popular towing car—are studied. Capacity is 2,088 c.c. and the weight 2,688 lb; bottom gear is 15.22 to 1. By weight ratio a suitable van should not turn the scale at more than 18 cwt, but the capacity rating would allow for one as heavy as 26 cwt.

In the larger outfits the gap becomes very great. For a Wolseley 6/90 of 2,639 c.c. and weighing 3,469 lb, the two weights, for instance, become 33 cwt, calculated by cubic capacity, as against 23 cwt on the alternative formula. Bottom

gear is 13.59 to 1.

For happy, worry-free towing, attention to the foregoing is most important, especially if continental tours involving long mileages over special motor roads are contemplated. There is nothing quite so pleasure-destroying as to tow an over-

Maker	Туре	Berchs	Dimension (body)	Weight (cwt)	Layout	Mattresses	Brakes	Road	Price (ex-works
Car Coasters, Sandford, Wareham Dorset.	CC9	2	9' x 6' x 6' 2"	9	DD, EK	IS	Bin	-	£225 0
Carlight Trailers Ltd. Sleaford, Lincs.	Cosmo- politan	4	15' × 6' 3" × 6' 4"	22	DD, 25, CK, T	IS	10in G	F, R, St	£1,035 0
	Caribbean	2	15' x 7' x 6' 4"	21	25, EK, T	1S	10in G	F, R, St Tr	£1,075 O
	Continental	4	17' 2" × 7' × 6' 4"	24	DD or 2S, SD, EK, T	IS	10in G	F, R, St Tr	£1,125 0
Car Trailers Ltd., Parkstreet, Herts	Countess	4/6	14' × 6' 3" × 6' 4"	17	2 DD, 2 Stretcher	PF	8in G	F, R, St, Tr	£475 0
	County	5	16'6"×6'6" ×6'4"	20	DD, I Stretcher	PF	8in G	F. R. St.	£695 0
Cheltenham Caravan Co. Ltd., 205, Leck- hampton Road, Chel-	Sable**	2	12'9"×6'6" ×6'3"	122	25, EK, T	PF	8in RO	F, R, St, Tr	£475 0
cenham, Glos	Water- buck**	3/4	12'9" x 6'6" x 6'3"	121	DD, IS, I Stretcher EK, T	PF	8in RO	F, R, St, Tr	£465 0
	Springbok**	4	15'8"×6'9" × 6'4"	172	SD, 25, EK, T	PF	8in RO	F, R, St, Tr	£645 0
Chota-Van Products Ltd., Geranium Street, Leeds, 11	Sleeping Trailer (Dis- mantles)	2/3	9' 6" x 5' 2" x 3' 8"	5	None. Canvas annexe	None	Sin	R	£125 0 £147/12/6 with annexe
Classic Productions Ltd., St. Mary's Rd., Brixham, S. Devon	Zenith	2	11' x 6' 6" x 6' 3"	12	12, EK, T	IS	8in G	F, R	€285 0
	Carefree	4	12' 10" x 6' 6" x 6' 4"	154	2S, SD or Br D, CK, T	_ IS	8in G	F, R	£335 O
	Independent	4	16' x 7' 6" x 6' 5"	19	2S, SD or Dr D, EK	IS	8in G	-	£385 0
Coast Metalcraft Ltd., High Street, Herne Bay	Monté Carlo	4	14' 6" x 6' 6" x 6' 2"	14	2S, SD, EK or CK. T	PF	8in G	F, R, St	£495 O
	Medway	4	18' x 7' 6" x 6' 6"	24	25, SD, EK, T	15	8in G	F, R	£535 O
Country Life Caravan Co. Ltd.,	Silver Langull	4	13'6" x 6'6" 6'2"	15	DrD, 25 or D, EK, T	IS	-	F, R	£445 0
Romsey, Hants	Golden Lancrest	4	16' x 7' x 6' 5"	17	DrD, SD, EK,	IS	-	F, R	£485 0
Cresta Caravan Co. Ltd., Durham Street, Hull	Trans- Continental	4	13'6" x 6'6" x 6' 3"	141	25, SD, EK, T	IS	8in G	F. R. St. Tr	£333 O
	Sixteen	4	16' × 7' × 6' 6"	19	2S, SD or Dr D, EK, T	IS	8in G	2000	£365 0 £375 0 with DrD
Davan Caravans Ltd., it. Georges,	Joyrider	4	12' x 6' 6" x 6' 8"	14	DD, SD, or 2S, S2T, CK	LR or PF		F, R	£295 0
t. Georges, Veston-super-Mare, omerset	New Delytu	5	15' x 7' 4" x 6' 8"	17	2SD, S, EK	LR or	-	F R, St,	£360 0 £390 Mk 2 (larger)
	Dabonair	4	15' x 6' 9" x 6' 8"	171	SD, 25, CK	LR or	-	F. R. St.	£420 0
ccles (Birmingham) td., Stirchley, irmingham	E10	3	10' x 6' 3"	112	DD, \$, CK	IS	8in B or L	F, R	£275 0
irmingham	Bounty Mk. 4	4	12' x 6' 6"	132	DD, SD, CK, T	IS	8in B or L	F, R	£328 0
	Dominant	4	14' x 6' 6"	162	2S, SD, CK	IS	10in B	F, R	£360 0 £384 with T & EK
	Aristocrat Mk 3	4	15' 9" x 7'	224	2S, SD, EK, T	IS	10in B	F, R	£555 0



Maker	Туре	Berths	Dimensions (body)	Weight (cwt)	Layout	Mattresses	Brakes	Road Lights	Price (ex-works
Eccles—cont.	E16	4	16' x 7'	204	25, SD, EK, T	IS	10in B	F, R	£420 0
Ensor Caravans Lrd., Roebuck Street, W.	Elf	2	12' x 6' x 6' 7"	164	2S, EK, T	LR	10in Br	F, R	£480 0
Bromwich, Staffs	Elect	4	14' x 6' 10" x 6' 8"	17	25, SD EK, T	LR	10in Br	F, R	£495 0
	Elite	4	16' 4" x 6' 10" x 6' 8"	21	25, SD, EK, T	LR	10in Br	F, R	£625 0
Fairholme Products Ltd., Colchester Es- tates, Colchester Av-	Caprice	4	14' 6" x 6' 6" x 6' 3"	17	25, SD, EK, T	IS	8in	F, R, St	£475 O
enue, Cardiff	Goldfinch	4	16'5" x 7'1" x 6'5"	21	25, SD, EK, T	IS	8in	F. R. Sc	£525 0
Fairview Caravans Ltd., Bryant Avenue, Harold Park, Rom- ford, Essex	Fairy	4	11'6"x6'4" x6'3"	-	DD, 2S, EK	IS	8in G	R, Sc	€279 10
	Traveller	4	14' x 6' 6" x 6' 5"	15½	SD, 2S, EK, T	IS	Bin G	R, Sc	£315 0
	Landscape	4	16' x 7' x 6' 5"	181	Dr D. 2S, EK, T, French doors	IS	Bin G	R, St	£357 0 £435 0 (de luxe)
Harvington Trailers Ltd., Harvington, Evesham, Worcester	Colleen Mk 2	4	10' x 6' 6	111	DD SD, CK	IS	-	R, Tr	€299 0
	Senorita	4	12' 6' × 6' 6"	134	25, SD, CK	, IS	-	R. Tr	£365 0
A. Holgate & Son Ltd., Bridge Street, Church, Accrington	Silver	2	12' 6" x 6' 10"	174	2S, EK, T	IS	Sin G	F, R	£550 0
	Silver Snipe	4	14' x 6' 10"	191	25, SD, EK, T	IS	8in G	F, R	£675 0
	Silver	4	16' x 6' 10"	22}	25, SD or Dr D, CDD	IS 🌆	Bin G	F, R	£750 0
	Silver Star	4	18' × 6' 10"	261	2S, SD or Dr D, CDD	IS	10in G	F, R	€825 0
Lyncon Caravan	Majorca .	4	18' × 7' 6" × 6' 6"	22	25, Dr D, EK;	IS	9in G	-	£425 0
Manufacturing Co. Ltd., Lees Street, Gorton, Manchester	Palm Beach	4	18' x 7' 6"	20	25, SD, EK, T	IS	9in G	-	£415 0
O. G. Lywood Ltd., North Hyde, Road, Hayes, Middx	Carousel	2 or 4	10' 5" × 6' 5" × 6' 3"	12	DD, 2S or DD, CK	IS	Sin	F, R, Sc	(505 0 (4-berth) (525 0 (2-berth)
	Clubman 2/14	2	14' 4" x 6' 7" x 6' 4"	184	25, EK, T .	IS	10in	F, R, St	£825 0
	Clubman 4/14	4	14' 4" × 6' 7" × 6' 4"	182	25, SD, CK, T	IS	10in	F, R, St	£690 0
	Clubman 4/16	4	16' x 7' 1" '	25	25, SD, T	IS	10in	F, A, Sc	£975 0
Marston Caravans Ltd., Salhouse Road,	Lightstar	4	14' × 6' 9"	14	DD, S2T, CK,	IS	8in I, O	R	£355 0
Norwich, Norfolk	Scout	4	16' 9" × 6' 11"	19	DD, S2T, EK,	IS	8in I, O	R	£375 0
R. Mitchell, Dove- dale Caravans, Cow-	Minor	4	14' × 6' 6" × 6' 6"	164	DD, SD, CK, T	IS	Bin G	F. R	£335 0
ley Road Works, Marton, Blackpool	Modest	4	16' x '7 3" - x 6' 6"	19	Dr D, DD or SD, EK, T	IS .	Sin G	F. R	€398 0
	Merlin	4	16' x 7' 3" x 6' 4"	19	25, SD, EK	IS	8in G	F, R	£389 0
THE IN	Marvel	4/5	17' × 7' 6" × 6' 9"	20	25, Dr D, EK,	IS	Bin G	-	£422 0 £434 0 (with ex- tra bed)

Seen in its native Wales, the new Fairholme Caprice, a four-berth, 14ft bin van

large and unstable caravan outfit over long

A word of warning—do not accept the figure painted on the draw-bar, purporting to be the unladen weight, as being the ex-works or kerbside weight, which is the only one of any use for towing calculations. The figure given on the draw-bar is a requirement of a law which has never specified what constitutes unladen weight! Some manufacturers take advantage of this indecision.

The only other features likely to have any appreciable effect on road performance are shape and weight distribution. As with most things, the shape of a caravan is a compromise, in this case between wind resistance and headroom. Many French caravans, for instance, are pleasantly streamlined, but only amidships is it possible for a man of normal height to stand upright. On the other hand, there are examples which, taking full advantage of cabin space and head-room, present slab fronts to the wind; it is to be remembered, also, that a flat back,

is to be remembered, also, that a flat back, by creating a vortex, can have as great a retarding effect as a flat front.

The amount of dust picked up and adhering to the back of a van is sufficient proof of the air disturbance in that area—and that must be paid for in either performance or petrol.

Weight distribution affects mostly the towing characteristics of a van. Were it possible, the ideal arrangement of furniture would be to have all the heavy items concentrated over the axle, which itself should be slightly aft of the centre line. Heavy weights placed at the ends can cause severe pitching, and for this reason it is wise, if buying a very small van in which the axle cannot be set very far aft, for towing by a light car, to select one with a centre rather than an end kitchen. with a centre rather than an end kitchen. Another design feature to be watched is that there is not weighty furniture all located on one side of the van, particularly the nearside. There is, however, little need for more than ordinary care on this score, because most reputable manufacturers produce vans which are wellmannered when towed by suitable cars.

Plain or Costly

A glance at the accompanying table will A glance at the accompanying table will show that there is ample choice of van to suit every size of family, every pocket and nearly every car. Hardboard, aluminium sheet and plastics all appear as building materials. It is possible to buy a good, weatherproof van built from any one or a mixture of these materials. The actual construction is likely to be of more importance than the material used, and obviously price must have an overriding effect, but do not think it is impossible to buy a cheap van which is also sound.

to buy a cheap van which is also sound. Good vans of moderate price are likely to be elemental in outline, leaving expensive curves and super finish for people

with deeper pockets.

The same remark applies to interior furniture and equipment, with one qualification. Fine-quality furniture is always heavier than the cheap, simple variety, and this may account for a divergence in weight between a cheap van and an expensive one of the same size.

Both comfort and weight are affected

Both comfort and weight are affected by the materials of which the mattresses are made. Until comparatively recently there was the choice only between the interior-sprung variety and those made of latex rubber. Some constructors are

Caravans Concordant

now using foamed polyurethane. Choice is largely a matter of personal taste, but there are a number of features to bear in mind.

Interior-sprung mattresses are rather more substantial than other types when used as seats during the day, but damp is an enemy, and they must be kept aired. Latex rubber is satisfactory in every way, but some folks object to the "feel" of it. The same comment might be made of the new foamed polyurethane material but this, size for size, is only about a quarter of the weight of the others. A polyurethane mattress needs to be rather thicker than one of other materials, to prevent one's bones gradually "bottoming" on the mattress support.

In the more moderately priced vans, the interior-sprung mattresses will be found to have non-detachable covers—a

In the more moderately priced vans, the interior-sprung mattresses will be found to have non-detachable covers—a nuisance when the time for cleaning arrives; in such cases it is wise to pay the little extra for loose covers. One last comment on the subject of beds—check that they are of adequate length. In a few vans, in order to get compactness and lightness, the beds may be only 5ft 10in or even 5ft 9in long. It is wise to avoid folding devices unless they are essential to providing the required facilities in restricted space; this does not, of course, refer to pull-out bed frames, which are to be found in almost every van other than high-quality two-berths.

It will be evident that the acquisition of a suitable van is the culmination of a careful search for just the right model. No other country builds better vans than Britain, and the number exported each year from this country is, in itself, sufficient guarantee for the novice carameter that he is purchasing a sound inh

vanner that he is purchasing a sound job. When the van has been acquired, it is vital to ensure that the tow-bar fitted to the car is of sound design. A kit of parts supplied by one of the specialist firms is likely to be better than something built-up by the local blacksmith. Above all, the tow-ball must be at the correct height, so that the caravan chassis is parallel with the roadway when the towing car is at its normal loaded level.

KEY TO TABLE

4 Hydraulic shock dampers, Mard 5 Ridemasters fitted. 11 Made of marine plywood. Detaches chassis for use as a boat. 25 Mahogany veneered blockboard side w. DD Double dinette bed. S Single SS Settee double bed. EK En ki D Double bed. F Front DrD Drop-down double bed. R Reari SZT Settee two-tier beds. St Stop i CK Centre kitchen. Tr Traffic T Toilet compartment. Independent wishbone suspension. Glass fibre roof and front; aluminium sid rear. French doors at rear. Glass fibre shell. Glass fibre and aluminium. Glass fibre and aluminium. Glass fibre of and ends; aluminium sid Resin-bonded glass fibre shell. Tubular c	
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	chassis
Coil springs and dampers.	CHARRIE
Bonded rubber suspension.	

With the exceptions noted all have aluminium exteriors, semi-elliptic leaf spring suspension and overrun-operated brakes. Independently operated brakes, such as Warner, Feeny Johnson or Dewandre, can be fitted as an extra.

Maker	Туре	Berths	Dimensions (body)	Weight (cwt)	Layout	Mattresses	Brakes	Road Lights	Price (ex-works
Northern Pattern Making Co. Ltd., Sunderland R4 Feb.		2	12' 6" x 6' 6"	14	2S, EK, T	IS	Sin G	F, R	£395 0
Sunderland Rd., Fel- ling, Co. Durham	Wynbury	4	15' x 6' 9"	19	25, SD, EK, T	IS	8in G	F, R	£450 0
	Ridgeway	4	15' 6" x 6' 9"	19	25, SD, EK, F	ES	8in G	F, R	£550 0
	Felside	4	16' 6" × 7'	20	25, SD, EK, T	IS	Bin G	F, R	£695 O
Paladin Coechwork Ltd., Amersham,		4	14' x 6' 6" x 6' 4"	14	25, SD, CK, T	IS	Bin I, O	F, R, St	£350 0
Bucks	Toreador	4	16' x 7' x 6' 4"	20	2S, Dr D, EK,	IS	8in I, O	F, R, St	£380 0
M. R. Pascall Ltd., Pilot Works, Oaken- gates, Shropshire		2/4		19	To order	LR	Bin G	F, R, St, Tr	£650 0
Pearman Briggs Ltd., Cheltenham Road,	Safari	4	14' 6" × 6' 6"	164	25, SD, CK, T	ıs	-	F, R, St	£440 0
Gloucester Koad,	Safari Sixteen	4	16' 4" x 7' x 6' 8"	22	25, SD, EK, T	IS	-	F, R. Sc	£515 0
	Safari Senior	4	18' x 7'	23‡	25, SD, EK, T	IS	-	F, R, St	_
Pemberton Carvans Ltd., Wigan, Lancs		4	15' × 7' × 6' 4"	154	25, SD, EK, T	IS	Bin G	-	£299 0 £310 0 (de luxe)
Picador Coachwork		3	10' × 6' 6"	111	DD, S, CK, T	IS	8in Br	R, Sc	£305 0
& Caravans Ltd , Hat- ley Road, Bitterne,		4	12' x 6' 6"	13½	DD, SD, CK, T	15	8in Br	R, St	£325 0
Southampton	Picador 15	4	15" × 6" 6"	16‡	25, SD, EK, T	IS	8in Br	R, St	£375 0
Premier Caravans Ltd., Alveston, Glou- cester	Yeoman	4	17' x 7' 6"	23	25, SD, EK	IS	8in G	F, R	£405 0
Raven Caravans (Jablo) Ltd., Mill	Mignon***	3	10' x 6' 6"	10	DD, S, EK	IS	-	F, R, Sε	£288 0
(Jablo) Ltd., Mill Lane, Waddon, Croy- don, Surrey	Savoy***	3 or 4	12' x 6' 6"	13	DD, S or SD, CK	1S	-	F, R, St	£248 0 (3-berth) £259 0 (4-berth)
Siddall Caravans Ltd., Old Bath Road,	Hunters Moon**	4	16' x 6' 10" x 6' 9"	22	To order	IS	10in G	F, R, St, Tr	£995 0
Cheitenham	Torbay	4/5	18' x 7' 3"	27	To order	IS	10in €	F. R. St. Tr	£1,116 0
Silverknight Trailer Ltd., 98, Warwick St., Leamington Spa	Silver- knight 17	4	17' × 7' × 6' 6'	26	25, SD, CK, T	IS	-	-	£695 O
F. Stuart and Son (Shepperton) Ltd., Hanworth Lane, Chertsey, Surrey	Vermont	4	16' × 6' 6" × 6' 4"	17	2S, Dr D, EK T	IS	10in G	F, R	£369 0
Summerdale Cara- van Co. Ltd., Moss Side, Lytham, Lancs	Airflow	4	15' 5" x 6' 6" x 6' 2"	158	2S. SD. EK. T	IS	8in W	R, St	£349 0
Sutherland (Tene- lite) Products Ltd., 98a, Amhurst Road,	Sapphiresss	4	x 6′ 2″	[9	25, Dr D, EK,	IS	8in G	-	£330 0
Hackney, London	Shannon	4	18' x 7' 6" x 7' 3"	26	Dr D, SD, EK,	PS .	8in G	-	£449 10
Thomsons (Carron) Ltd., Falkirk, Scot- land	Glendale	4	11' × 6' 6"	12 -	DD, SD or S2T, CK	IS	8in G	F, R, St	€285 0
and	Glenalmond	4	14' 6" x 6' 6"	164	DD, \$2, CK	IS	8in G	F, R, St	£360 0
	Gleneagle	4		-	25, SD, EK, T	IS	9in G	F, R, St	£460 0
Travelmaster Cara- vans Ltd., Princes Risborough Bucks	Tasman §§	4	x 6' 4"	14]	2S, SD EK, T	IS	Jin G	F, R, St	£418 O
	Texan§§	4	16' x 6' 5" x 6' 4"	16	2S, SD, EK, T	IS &	8in G	F, R, St	£458 0
Watling Joinery Works Ltd., Park- street, St. Albans, Herts	Carolatt	5		10	2DD, Stretcher	PF	8in G	F, R, St, Tr	£450 0
Welton Coachcraft Ltd., Welton, Brough, Yorkshire	Welton Fifteen		15' × 6' 7" × 6' 4"	15	25, SD, CK or EK, T	IS	8in G	-	£354 0
WillerbyCaravan Co. .td., Main Street, Willerby	Vagabond	4	10' x 6' 3"	11 1	DD, S2T, CK	es	-	F. R. St.	£265 0
Willerby	Vogue***	4	14' 7" x 6' 10" x 6' 4"	17 2	2 DD CK, T	ES .	Sin G	F. R. St. Tr	£550 0
	Veritas	4		154 2	25, DD, CK, T	IS	8 in G	F, R, St Tr	£399 10
	New Atlantis			20 2	25, SD, CK, T	IS		F, R, St	£340 0



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VICTORIA HOTEL SIDMOUTH

CORNWALL

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ST. IVES BAY HOTEL ST. IVES

GLOUCESTERSHIRE

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STRATTON HOUSE HOTEL CIRENCESTER

SUSSEX

Off the Lewes/Hailsham/Bexhill Road, Moor Hall is admirably located for the sea and sightseeing in Kent or East Sussex. Golf and horse riding a special attraction. Tel.: Ninfield 330.

MOOR HALL HOTEL NINFIELD Nr. BATTLE

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ST. GEORGES HOTEL LLANDUDNO

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Correspondence

A.40 with Overdrive

Canadian Reader Seeks Advice. I would like to contact some one who has installed an overdrive unit on a 1953 Austin A.40 Somerset. Apparently such units as are available are not readily installable on this model without modification, and, since my car is in daily use as essential transportation, I must reduce nonoperating time to a minimum.

Having considerably modified my engine-higher compression ratio, dual Zeniths and so on—the overdrive is the next logical step in order to reduce r.p.m. while cruising over our long distances in this part of the world; machine-shop work presents no it is part of my livelihood.

problem since it is part of my Kingston, Ontario, Canada. GEORGE W. HALLAM.

Safety-and the Scribe

Support For, and Cost of, Guard Rails. I would like to comment on an article which appeared under the heading of "Disconnected Jottings" by The Scribe (7 January), and relates to a statement made by that person in the second paragraph of "Warning and Fences." He stated that because guard rails were not erected, local authorities did not appear to be interested in the saving of lives. It is to this comment that the North Cheshire Joint Road Safety Committee most strongly objects. There are very few local authorities in this country without road safety committees: in the North-West there are only 14. which should committees; in the North-West there are only 14, which should show that there is any amount of interest in finding means to save

The Pedestrians' Association strongly objects to the erection of guard rails and the canalizing of pedestrians, for they consider the onus of responsibility is on the driver to take more care. Shopkeepers also have a strong objection to them because of loading and unloading. At the National Safety Congress held in London in 1957, guard rails was a subject for discussion at the Forum session and what followed showed quite a difference of opinion on the efficacy of them; the majority of the delegates

were, however, in favour of them at selected places.

The cost also has to be considered, for 100 yards of rails with steel mesh costs well over £300, plus the cost of erection. Many

ratepayers would strongly object to money being spent on these rails when, to their minds, the money could be better spent on other things. To say that they are not crected because local authorities are not concerned about accidents is wrong—there are other factors involved.

C. PEASE. Sale, Cheshire The Scribe wrote: "... became established that guard rails along pavements were the complete answer to accident black spots..."—ED.] Road Safety Organizer.

Cannstatt Daimler Memories

Never a Breakdown on the Road. I was most interested to read the article (27 December) on the Cannstatt Daimler, as I am the son of the late owner, Mr. H. R. Coventry, and remember the car well. It was on the road from 1901 until 1914, and at that time was fitted with a wagonette body which (from memory) would hold four passengers. A feature I remember was a large white dust screen mounted on a frame and hinged to the back of the body which in the cover neverted dust being at the back of the body which, in theory, prevented dust being

at the back of the body which, in theory, prevented dust being drawn in on the passengers.

Although too young at the time to appreciate technical details, I cannot remember a single instance of a mechanical breakdown on the road. Punctures were frequent, however, and had to be mended on the spot; this was before the days of a spare or even a Stepney wheel. My father used to say that the steering was "rather heavy" and the gear-changing tricky, but people didn't worry so much in those days over making a silent

I can remember quite distinctly that my father used the left pedal when changing gear. My recollection is that gear changes were slow, but were always accompanied by a moderate

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

"crunch" as the gear engaged! I don't think that reference was made in your article to a glass reservoir on the dash, fitted with a plunger pump. It was customary to fill this with paraffin at the end of a run, and operate the pump until the lot had been discharged into the cylinders. No doubt this was very necessary with the gummy oils then available, but it is a rather horrifying thought nowadays.

I was especially interested to hear that the rear brake drums had been cast in Chippenham, as this was news to me. I am not surprised, however, as my father was very "brake conscious." I think this was due to an experience with an earlier car which had lignum vitae brake blocks. He told me these always caught fire on-a long hill and he had to carry a canvas bucket of water to extinguish them when the bottom of the

hill was reached.

At the end of the first war the car was placed in a shed and used for driving a circular saw, the belt being over the open flywheel. I never had the slightest difficulty in starting it, but I am afraid I cheated by injecting a little petrol through the compression cocks. Lubrication gave no trouble whatever. Winchester. Hampshire. A. B. COVENTRY (Captain, R.N.).

Light Patterns

And Enjoyment of Motoring. I was interested to read the observations of Flt./Lt. Carroll on Light Patterns (21 February), because I, too, have had exactly the same experience, and found because I, too, have had exactly the same experience, and found them disconcerting, to put it mildly. I wonder if any other readers have been fooled—often dangerously—by the use on motor cycles of small lights, apparently set on each side of the head lamp. On a really dark road, these can easily be taken for the side lights of a car in the far distance, and it is quite a shock to find a motor cycle roaring past one almost immediately; in certain circumstances, this could lead to serious consequences.

I cannot let Mr. Johnson (in the same issue) get away with his statement that "nowadays motoring is normally for the purpose of getting from A to B in the shortest possible time with the least effort by the driver," and so on. I could not agree more with your editorial footnote. Enjoyment of motoring for its own sake certainly does not make us old-fashioned. On the contrary, it makes those of us who feel that way about it safer, more skilful, and far more courteous road users.

LESTER E. HOLDING.

Cheadle, Cheshire Choice of the Expert

Floor Gear Changes Preferred. Floor Gear Changes Preferred. It seems that A.95 Austin cars used by the Devon police are fitted with proper gear-change levers, viz., a floor-mounted lever. On the assumption that our mobile police are among our best and most experienced drivers, does not this indicate that this horrible American concoction, the steering column gear change should be swept away?

As to the export side, surely if our overseas customers are so foolish as still to demand these atrocities, our home market is large enough for manufacturers to provide alternative types SEMI-VETERAN.

Riley and Wolseley

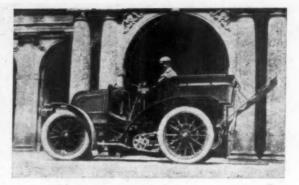
"Why Not Merge Them?" Being a mere youngster I know nothing of the "good old days" of thoroughbred Rileys. It seems that all the fuss about this make arises because, in the case of the Riley 1.5, the Wolseley 1500 was introduced first and the Riley 1.5 afterwards. If it had been the other way round and the Riley had arrived first then, no doubt, it would have been raid ther, the

and the Riley had arrived first then, no doubt, it would have been said that the Wolseley 1500 was a less powerful Riley 1.5, and a copy of it.

In future, I think B.M.C. must employ tact with the "I have had Rileys for twenty-five years" community. Perhaps B.M.C. would combine Riley 2.6 with Wolseley 6/90, and Riley 1.5 with Wolseley 1500, and call them Riley 2.6 standard and de luxe, and Wolseley 1500 standard and de luxe, or vice versa; this might make a few more people happier. might make a few more people happier. The gentleman who laments for Riley (31 January) must have forgotten what I have mentioned above or may have

never real red it.

Geoffrey E. Marsh. Emsworth, Hampshire.



The Cannstatt Daimler in its pre-1914 days—a photograph sent by Capt. A. B. Coventry, son of the then owner, whose recollections of the car are given in a letter on the left

Alarm in a 3.4

Spot of Grease Was the Cure. My Jaguar, a 3.4 Automatic, gave me completely trouble-free service until a fortnight ago; during a night journey from Leeds the engine developed an ominous screech whenever it exceeded 2,000 revs.

Naturally this made me very worried indeed, because it could

Naturally this made me very worried indeed, because it could be anything up to the main bearings. I crawled back to London, and the next day phoned Henlys. They informed me the fanbelt needed a spot of grease! This I mentioned to a fellow Jaguar owner; apparently the same had happened to him, and it was by no means an uncommon occurrence.

This might be of help to other Jaguar owners. If a screech develops in the engine, try a drop of grease on the fan belt first.

Bickley, Kent. PETER DOLPHIN.

African Holiday

Protest from Rhodesia. Your contributor (10 January) wants his potential customers to break our laws, their necks and commit wholesale manslaughter. The maximum speed permissible in the Rhodesias is 50 m.p.h. (there are a few exceptions) and with good reason. Every public holiday many, many motorists die—and so do African pedestrians who get in the way of speeding cars

Motorists' paradise, indeed! It is agony driving in the Rhodesias. The price of petrol? In Lusaka 3s 5d a gallon—slightly less farther south. And as to the reliability of garages and their service? Well, it is a miracle that our cars last as long

as they do!

Lusaka, Northern Rhodesia.

B. L. SMITH.

Used Car Buying

"Bank Would Not Reveal." In an article on "Used Car Buying " (21 February) you state that in selling a car, one should never accept a cheque until one has telephoned the bank to con-

firm that the cheque will be honoured.

As a bank official, may I point out that information of this nature would never be given by a bank to a private enquirer, and even enquiries, made by another banker are always treated with reserve, and only guarded information is supplied. More-



I THINK THIS TALBOT DE A FIEND OF HELL" (sony I Part L. William Statepore.)

You cannot be sure of service like this...



... but you'll always get service from Solex



the service carburettor ___

-If your Solex has become worn. We can quote you on special terms for a reconditioned replacement - guaranteed equal to new - of the latest design, fitted with an Economy Setting.

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As

1.250 MILES WITHOUT TOPPING UP

... after 74,000 miles

Mr. Rupert M. Heaton of Malaga, Spain, proves efficiency of Duaftex Oil Control Rings in his beautifully maintained 1939 Humber Super Snipe.



At 72,000 miles Mr. Heaton's car was oiling up plugs and misfiring after 150 miles. Oil had to be changed at 200 miles and much exhaust smoke was evident.

"I then decided to fit your pistons with Duaflex rings to avoid a rebore" says Mr. Heaton, "and — having run 2,000 miles, I give you the following data:—

Plugs are in fine condition and have given no trouble.

Factories:

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LONDON

Engine oil keeps its clear golden colour up to 700 miles.

I changed the oil at 1,250 miles and during these 1,250 miles I have not had to top up.

The compression in each of the six cylinders is such that it is quite an effort to pull against it.

In fact the engine is in fine condition, just as it was when new."

Is your car 'eating' oil? Duaflex Oil Control Rings will not only restore your engine s efficiency, but will defer the need for a re-bore until such time as a major overhaul becomes necessary through bearing wear, burnt out valves, etc. And this is why:

Duaflex Rings adjust themselves automatically to the wear in cylinder walls. That means a more efficient engine — less fuel and oil consumption and a reduction in piston wear too.

Your local garage will give you details and

"The Choice of the Expert"

Reduce Oil Consumption Increase Compression - Defer Re-bores

Write for leaflet B.1/3 to: WELLWORTHY ' LYMINGTON HANTS



SOUTH

WALES

GLASGOW

DEVON

Correspondence

even if a favourable report was obtained it would be difficult for the cheque to be presented at the paying bank until the following day, so that there would still be ample time for the drawer to stop payment if he so desired.

C. A. EATON. Brentwood, Essex

Fingers in the Gutter

Also a Canadian Caper. I have often observed the "fingers in the gutter" signal over here and have come to the conclusion that it is not in fact a signal, but an unconscious attempt clusion that it is not in fact a signal, but an unconscious attempt to hold the roof on; this appears to be especially necessary with some cars which are pillarless. The posture has the great advantage that the driver is held upright and has no tendency to rest his forearms on the wheel and support his chin on the backs of his hands, as many other drivers seem to do. One wonders what happens in the depth of winter at below zero temperatures; perhaps the closed windows keep the wind from lifting the roof. It have no statistical to have which is offern. lifting the roof. I have no statistics to show which is safer.
Ontario, Canada.

A. S. GILES.

Greasy Windscreens

The Influence of Shape. In expressions of opinions on greasy windscreens, none of your correspondents seems to have offered the shape of the screen as a possible contributory factor. In my experience the flat screen is not nearly so prone to this trouble. If this is so, can we surmise that the modern one-piece curved wiper blade does not do as effective a job as the old laminated type, when dealing with diesel fumes and other sources of air pollution?

Paisley, Scotland. IAIN G. MCWILLIAM.

How Far Have We Progresses?

Priority for High Speed, or for Room. May I reply to some Priority for High Speed, or for Room. May I reply to some points raised by Mr. Penniall and Mr. Johnson (21 February) arising from the article "How Far Have We Progressed?"? First, I did not refer to the performance of any vintage cars, neither were those mentioned, i.e., Alvis, Aston Martin and Lea-Francis, two being 1½-litres and the third 2-litres. Admittedly they were rather more expensive in their day than the usual run, though this has no bearing on the choice of gear ratios. The 2½-litres explicit progressive in the Astonica of the second sec

litre cost rather more than the Austin or the Vauxhall.

Secondly, the 1,711 c.c. Austin was not the Twelve-Six (that engine being of 1,496 c.c.) but was, curiously, called a Fourteen in spite of its R.A.C. rating. It was an alternative engine to

the 1,535 c.c. 4-cylinder Twelve and, as such, can fairly be compared with the A.55, which is a more direct descendant of the Twelve than of the Ten. The pre-war opposite number of the A.95 seems to be the 2,510 c.c. Austin Eighteen.

If current models of the same class and size have appreciably

If current models of the same class and size have appreciably larger engines than their pre-war counterparts, it would seem that there is some justification for the points made in my article, as it would be reasonable to expect that a modern high-efficiency engine would be smaller for the same body weight. The 1,711 c.c. Austin developed 38 b.h.p. at 3,400 r.p.m. while the A.55 figures are 51 at 4,250, yet the body is smaller! The answer is in the craze for very high speed, some of which could, I feel. be sacrificed for more room.

Canterbury N. J. WHITE

Minor 1000 Modifications

Request for Information. I intend to visit Europe for about three months in the late summer of this year and have tentatively decided to buy a Morris Minor 1000 four-door saloon. I expect to do some fairly long tours both in the United Kingdom and on

the Continent, after which the car will be shipped to Siam to be used as a "second" car, my "first" being a 1956 Buick Century. Whilst the Morris Minor 1000 in its standard form gives reasonable performance. I wish to have modifications (either supercharging or special tuning) so that the car will give outsupercharging or special tuning) so that the car will give outstanding performance, and I am pleased to be able to say that money in this instance is a secondary consideration. I have written to several manufacturers of special equipment but have not been able to make up my mind as to whether supercharging or super tuning is preferable. I would be very pleased to receive suggestions from any owners who have had experience with the Morris Minor 1000 and have made modifications.

Bangkok, Siam.

Misleading Question

"Quote Best Selling Model." article "Ex-Works" in your 2 I was interested to read the article "Ex-Works" in your 21 February number and to study the accompanying table, but I think the inclusion of only one standard model of each size and make is apt to be misleading.

For instance, I notice that you give the A.95 as being trimmed in p.v.c.; in practice I believe almost all the A.95s that are

turned out have leather upholstery, either because they are de luxe models of because the customer specifies it when he orders. The same applies to many other makes.

I realize that this probably results from the manufacturers' policy of quoting their lowest price, even though this version of the model is not the one that sells. It would be more accurate if they gave the specification of the car as it is bought by the majority of owners.

London, S.W.15.

B. J. WAUTERS.

WHY U.S. BUYS BRITISH

Inspiration of Quality. Occasionally an American seeks to justify our automotive climate, the trend towards larger, more powerful, gaudy cars. Many of us feel that there is no justification, and I would like to point out a few facts often overlooked when the European and the American cars are compared.

I have owned American cars, but for some years now have driven only European cars, and will continue to do so until Detroit's sanity is restored. However, one has to drive neither to appreciate the reasons why the European car, particularly those from England, have made such inroads in our industry.

those from England, have made such inroads in our industry. In America we take pride in doing the job in the fastest possible time, making a lot of everything, and selling it very cheaply; this is, unfortunately, our philosophy, and we do pretty much the same thing with our lives. An automobile here is first a showpiece, then transportation, and, in the end, never really fulfils either function satisfactorily. It ceases to be a showpiece because it lacks quality, true distinction; it is not good transportation because of its size and ferocious hunger for fuel; its initial cost is staggering (the chrome trim on a 1958 Buick Limited costs more than the basic price of a Ford Prefect); and the trade-in value at the end of a year is heartbreaking. the trade-in value at the end of a year is heartbreaking.

I cannot really believe that this alone accounts for the national

I cannot really believe that this alone accounts for the national swing to European cars; Americans have always been prepared to pay for their foolishness, and we do not make an exception on cars. Before 1946, when the European car was non-existent on our roads, a car club in America was quite rare. Then a few brave, far-sighted individuals imported singly, foreign machinery, and the move was on. My own case is typical. I found a machine that I admired and was proud to drive—a machine built beneate why hand, with dignity and pride. For the first time in largely by hand, with dignity and pride. For the first time in my life I enjoyed spirited response, confident braking, inspired

road-holding and the magnificent aroma of real leather upholstery. Soon I found myself affiliated with a car club, and found them as keenly proud of their machines as I was. The measure of a car's worth is largely reflected in the manner in which the owner cares for the machine. First, it inspires, by its fine road manners, to make him a better driver—we must give our all to the best—and the quality of manufacture demands that he give it the subtle

and the quality of manufacture demands that he give it the subtle and frequent attention that allows a side-valve Morris to turn a hundred thousand miles with no more than a decoking.

In America we have Morris clubs, Austin clubs, M.G. clubs, clubs for every make of European car, and through this we enjoy holidays together, trials, rallies, a casual, friendly way of life almost lost on the American scene. This is the difference between the American and European machine. One inspires, while the other in time disgusts the owner. At one time we were referred to as the "lunatic fringe"; right now this fringe has turned into a full-sized cape.

referred to as the "lunatic fringe"; right now this fringe has turned into a full-sized cape.

How pleased must be your automotive executives who have had their excellent judgment proven by increased sales. And I admire their courage for continuing to build great cars without resorting to tail fins, 300 horse power and a madness in chrome. It is interesting to research back and see how few toplevel mistakes they have made in relation to Detroit's design and engineering errors.

The American, in relation to his cars, is now in a position he dislikes intensely; he has made a mistake and pride forces him to justify it. But the declining Detroit sales indicate that he is learning to swallow his pride and buy a decent automobile. My hat is off to your industry and the well-balanced thinking that guides it. guides it.

Vallejo, California, U.S.A.

HOLIDAY GEAR ...

Continued from page 382

form is 36in square. The price is £3 15s, with silver stoved enamel. Although inexpensive, this seems a good, strong rack.

The existing cambered platform models continue. They are long-standing designs, of great strength. The Mk. I is £7 7s to £8 8s, according to many dimensional variations. The Mk. II, with angleiron sides, costs £6 6s to £7 7s. These racks are stoved black, and they have good clamps, with a light alloy knurled hand knob for adjustment. knob for adjustment.

FITTINGS

Rack makers have their own accessories, such as elastic "octopus" straps for luggage, covers, and so on. But an independent cover may be noted because of

its quality

The Coverack (Cover Co., Ltd.) is housed on a roller which is fitted to the rear bar of a rack. It is easily furled or unfurled. When in use, it extends side panels as well as providing top coverage, is secured by elastic straps, and does not flap. It is made of rot-proof rayon canvas water-proofed with vinyl, and costs £3 19s 6d.

£3 19s 6d.

Rsck Makers

AUTCMOBILE AND SHEET METAL. CO., Percival
Lane, Runcorn, Cheshire. (ASM.)

Lugsage covers only: The Cover Co., 122,
Dalberg Road, Brixton, London, S.W.2.

EVERSURE ACCESSORES, LTD., Waterfall Lane
Trading Estate, Old Hill, Staffordshire.

FEANK BROTHERS, LTD., 175-181, Kingston
Road, New Maiden, Surrey. (Regal.)

W. H. FOWLER AND SONS, LTD., 383, Bath
ROAD, Bristol, 4. (Servu.)

HORSA MANUFACTURERS, LTD., 109, Great
Ancoats Street, Manchester, 4.

HORVELL PRODUCTS, LTD., Red House Industrial Estate, Aldridge, Staffordshire.

PARR EQUIPMENT CO., LTD., 20, Avonmore
ROad, Kensington, London, W.14

VAN HOO IN TRADING CO., Globe Works,
Fassett Road, Kingston-on-Thames, Surrey.

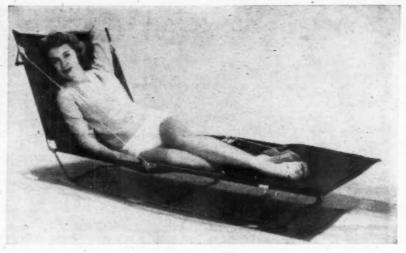
(Kingston.) (Kingston.)
VICEROY SALES, LTD., AND CAR-RAX, LTD.,
Mortimer Market, London, W.C.1.
VICTORIA MOTORACKS, LTD., 35a, Bessborough
Place, Victoria, London, S.W.1.

Other Touring Aids
CAR-COVERALL LTD., CAR-COVERAIL House, 22,
Middle Street, London, E.C.I.
CONWAY CAR ACCESSORIES, 185, The Vale,
Acton. London, W.3.
EVERSURE ACCESSORIES, LTD., Waterfall Lane,
Trading Estatt, Old Hall, Staffordshire,
KEY-LEATHER CO., LTD., 5, Urswick Road,
London, E.9. KEY-LEATHER CO., LTD., 5, CISWER ROSS, LONDON, E.9.
LONDON BANKSIDE PRODUCTS, LTD., The Runway, South Ruislip, Middlesex.
JOSEPH LUCAS, LTD., Great King Street, Birmingham, 19.
NANNUCCI, LTD., 5-6, Newman Passage, London, W.1.
TARRANT AND FRAZER, LTD., 10, Winchester Mews, London, N.W.3.
WATNEY MOTOR ACCESSORIES (see list of rack makers).

makers).
WEATHERSHIELDS, LTD., Bishop Street, Bir-

mingham, 5.
Wingard (M.A.), Ltd., Kingshorn Road.
Chichester, Sussex.





The Safari Twilfold bed and chair-with model

PICNICS

N an English-speaking journal, picnics are a subject that begins with the making of tea or coffee. There are two good battery electric kettles. The Marris Sirram (£2 7s 6d) has screw caps for spout and lid. The Eltron (£1 16s 1d) has the feature of having its element in a rod, which can be removed from the kettle entirely. Such kettles take nearly 20 amp of 12-volt battery current, but they can be started, of course, while the car is still travelling. In addition, a full better can discharge 20 amp age ctill battery can discharge 20 amp and still start the car after a picnic,



An Eltron electric kettle

modern c.v.c. dynamo quickly makes good the deficit.

The paraffin pressure stove is powerful, and too well known to require noting; its only drawback is the use of paraffin, which in travel or the service of a picnic can so

easily taint foodstuffs.

The tinned gas Bleuet stoves attractive, for replacement cans of are easily carried, and they are available in many shops. They are clean and powerful, and are to be seen at camping shops in many different models, some almost miniature kitchen stoves. It is an additional advantage to the camper that such can-stoves can be used, with a gas mantle, as a brilliant lamp.

Long tradition and happy memories

attach to methylated spirit and to twig fires. The best meths, stove seems to be

Left: Pneumatic-tube edges support the Igloo tent with out the use of poles and pegs

the Turm Sport (a German design, imported here, and costing £2 4s 6d). It folds into a neat oblong; opened, it reveals a gravity tank and a vapour burner, with the added refinement of a control tap regulating the flame exactly

—full for boiling, low for simmering.

The best way of burning twigs, or litter, is the remarkable Volcano kettle of Marris (£2 5s). This is a double cone of aluminium. The space between outer and inner cone holds three pints of water; the fire is lit inside. Because of the good draught-it performs admirably on still and windy days alike-and the large area exposed to fire, this device can boil the water in as little as two minutes; an alarming volume of smoke from the can accompany its efforts. chimney

Examinations of picnic ware, and inde-pendent enquiries in the plastics industry, indicate that Melaware is still the best; indicate that Melaware is still the best; it is hard without being brittle—indeed, it is very strong; it does not droop with hot fluids, and it has good resistance to staining. Prices are cup 3s 9d, saucer 2s 9d, plates from 3s 9d to 6s 3d, according to size. Big mugs are 10s 3d, and soup bowls 4s 6d. By the way, bowls, if one is taking a meal without the help of a table, can hold their contents more safely than a flat plate!

If one is cooking anything over a picnic stove, the best kind of pan is one of the thick-bottomed kind used for domestic electric cookers; they do not warp, or suffer from local hot spots.

suffer from local hot spots.

The success of a picnic of cold food depends much on whether things are really cold and crisp. Large vacuum-flask jars are rather expensive, and a little vulnerable. As far as is known, only one firm has insulated boxes. Called the Sutty Auto Ice Box, this has highly effective insulation between inner and outer walls, which are of stove enamelled and tinned steel respectively. It measures 16in by 9in by 11in deep, and it has a good-sized container for ice. The price is £5 19s 6d.

Besides salads and cold meats, this ice-box has the room for a bottle or so of the price of

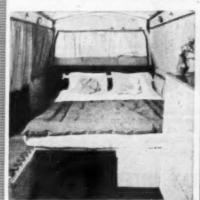
wine, minerals or ales, which are so much more agreeable when cold.

In default of an insulated box, wrapping bottles in wet cloth before the meal cools them quite effectively; the crispness of a lettuce is best maintained by keeping it * From this ONE vehicle you can make any one of up to 30 different layouts within 11/2 minutes.

EVERY WEEK IS HOLIDAY TIME!

Wherever and whenever you choose, this fabulous Moto-Caravan will give you freedom on the road—

> A holiday carefree in time-placeand-pocket to your own choice.



The full double bed arranged in 1½ minutes. Other layouts to sleep four.

Out of Doors!



Main table can be set up out of doors. Ample locker space provided for food storage.

PRIOR SESSONO Range inc. AUSTIN.

PRICES: **£850 - £912** NO TAX

Range includes: AUSTIN, MORRIS FORD and V.W.

NOTE THE EXCLUSIVE FEATURES

- . Kerbside entrance and rear door
- · Passage by beds for easy access
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 one or the family in 1; minutes
- e Polished oak

For the Salesman



Perfect showroom and office for the 'man on the road'. No hotel expenses. No interruptions.



One of the alternative table settings for 4 people. Separate table for one. Many different arrangements can be made to suit.

It's wonderful for everybody!



Business, conference and family recreation, spacious layouts of your choice. Only the Pitt Moto-Caravan meets your every need.

Extras Many extras available including the "Loft" to give additional sleeping for 2 adults.



Gas cooking on foldaway stove for indoor and outdoor use.

Easy to handle vehicle
—shorter

than ordinary family saloon.





Double, twin or single beds make up as desired. Out-of-the-way beds for the children.

Please send me the complete details of the Austin, Morris, Ford, Volkswagen Moto-Caravan (delete where necessary).

NAME.....

ADDRESS.....

MOTO-CARAVAN The "Pitt Conversion," Peter Pitt, 15-17 Southampton Mews, London, N.W.5 Telephone: GULliver 6761-2 THE ORIGINAL

Moto-Caravan

WITH THE UNIQUE INTERCHANGEABLE SYSTEM—FOR DAY, NIGHT & BUSINESS





and maintain its second-hand value

This grey opaque metallic fluid will stop rust for the lifetime of your car. It may be used on all parts of the car —bodywork, wings, chassis, engine, etc. It is equally successful in the factory, on ships and all marine, garden and domestic equipment.

EASILY APPLIED - ANYWHERE

- by Brush or Spray

Application is so simple! Remove rust with a wire brush, and apply by brush or spray in the ordinary way to a dry surface. Cellulose and all types of synthetic finishing paints can be applied over the Glopane NEVERUST.



Obtain this 10/- car pack from your nearest garage or in case of difficulty send P.O. to:-

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For real showroom finish, inside and out, give your car the JOVE treatment. Jove Auto products are made to the same high standards as Jove Aero Products—used by most of the world's airlines, air forces and aircraft manufacturers.

Here are three JOVE specials:



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Get Valay on your car interior and dirt flies out of the windows. Valay is the **specialised** cleaner; it works wonders on upholstery, doors, roof lining and carpets.

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Speedily removes 'bloom,' old polish and ingrained grime from all types of car paintwork, revealing the high-gloss finish.





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Tar is tough to move — but not for Jove. Jove Tar Remover **lifts** it swiftly, safely from cellulose, synthetics, chrome and glass.

Other famous JOVE products include:

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Available from most good parages, Halfords and Motor Accessory dealers.

Made by VALAY INDUSTRIES LIMITED, 186 CAMPDEN HILL ROAD, LONDON, W.8 Tel: Park 8601

HOLIDAY GEAR . . .

in one of those polythene bags. It is very difficult to keep a sandwich really appetizing—if exposed, it grows brittle; if wrapped, it is likely to become soggy. It is better to take bread or rolls, and keep the sandwich filling separate, to be carved and sliced when required.

Vacco have made great improvements in corks for flasks, recently reviewed in The Autocar. Theirs now have a poly-

thene rrew cork, and the top of the flask is formed into a neatly pouring lip. Picnic furniture is a blessing but there are so many kinds that it is impossible to review them all here. As a luxurious chair, a personal favourite is the form of camp bed called the Safari, because it large, but folds easily into a very flat pack, and is stable (£4 9s 10d Minor, £4 19s 6d standard). In fact, stability is the greatest virtue in picnic furniture of all kinds.

A valuable extra for the Safari is a mosquito and fly net, which is calculated to make a great difference to the siesta after lunch.

In the many excellent kinds of metal folding chairs, particular points to look for are rust-resisting treatments, and the

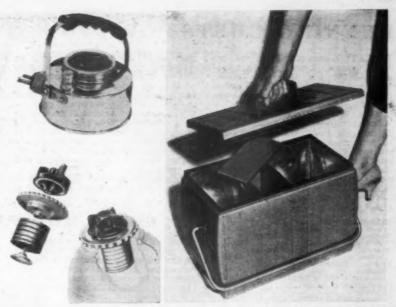
weight and quality of the canvas.

Inflatable mattresses like the Lilo can
be arranged as comfortable seating and Lilo make also an inflatable chair of almost indecent opulence.

Many motorists camp these days,



Twin-cup British Vacuum flask



A Sirrem electric car kettle; the secure expanding stopper now being used by the British Vacuum Flask Company; and the Sutty cold-storage box for picnics

especially those who take advantage of especially those who take advantage of the excellent camping sites attached to all French towns in touring districts. To save much bother with poles and pegs, one can get a tent called the Igloo, which is erected by the inflation of the pneu-matic tubes forming its corners; it is stable. A de luxe version has a built-in floor of stout p.v.c., carried a little way up the walls, and this makes the occupier happily independent of wet ground or happily independent of wet ground or puddles. The Igloos cost £22 standard and £26 10s with floor. The standard packs into 2ft by 1ft, but when erected has a floor space 6ft 9in square.

Another way of cutting down require Another way of cutting down requirement of poles and pegs is to use the actual car as the mainstay of one's structure—that will never blow down. The Moutourist, by the same maker as the Igloo, costs £13 18s 6d.

Car-Rax, the roof rack makers, base a tunnel-type sleeping tent on one of their larger racks; and from this build out car-supported pavilions to a point where it looks as though some great emir has halted for the night.

It may help to end with a list of really good picnic and camping shops in major regional centres:

Picnic and Camp Makers BRITISH VACUUM FLASK CO., LTD., 31-32, Alfred Place, London, W.C.1.
ELTRON (LONDON), LTD., Accrington Works, Strathmore Road, Croydon, Surrey, MARRIS'S, LTD., 34-54, Spencer Street, Birmingham, 18. (Siram.)
MELAWARE, LTD., 9, Argyll Street, London, W. 1. W.I.

PNEUMATIC TENT CO., LTD., South Street.

Dorking, Surrey. (Igloo.)

SAFAKI, LTD., 81. Mocland Road, Croydon.

SAFAM, L.I., O., SUITEY, SET STREET, STATE AND SONS, LTD., Graham Street, Birmingham, 1.
SUITY MOTOR ACCESSORIES, LTD., Gladstone Road, Farmborough Kent.
VACCO, LTD., Grosvenor Gardens House, Grosvenor Gardens, London, S.W.1.

Grosvenor Gardens, London, S.W.I.

Picake and Camp Shope

Birmingham: City Camp and Sport, Broad Street.

Bournemouth: Oswald Bailey, Ltd., 34, Commercial Road.

Bristol: Casey's, Ltd., 3, Silver Street.

Edinburgh: Lilywhite, Prince's Street.

Glasgow: Foster Sports, Ltd., Sauchichall Street.

London: City: Pindisports, 54, Ludgate Hill,

E.C.4. West End: Army and Navy Stores,

Gamages, Harrods, Selfridges, and other large

stores.

Manchester: Kendall Milne and Co. (Harrods),

Ltd., Deansgate, Manchester, 3,

Nottingham: Nottingham Camp and Sports, Ltd.,

Shakespeare, Street.

A new Seresta picnic chair, which costs
£2 19s 11d



Water is held in the double walls of the Sirram Volcano kettle. Above: Bleuet stove, as a stove and, with a mantle, as a lamp



1954 Hillman Minx RUNNING COSTS: A

RELATIVE costs of motoring are often of interest. I have just sold a 1954 model Mark VII side-valve Hillman Minx, and have now been able to analyse the total running costs for the three years, ten and a half months that I owned it.

When new in December, 1953 and including extras (heater, underseal, rim including extras (heater, underseal, rim finishers, oil gauge, ammeter, extra tool kit, windscreen washer, wing mirrors, fog and spot lamps) the car cost £745. The local Rootes Group dealers made me an allowance of £385 in part exchange for a new Series II Minx. Depreciation is, therefore, £360 or about £90 per annum.
Running costs, for a total mileage of

45,617, have been:		8	d
Maintenance: Lubrication, Engine Tuning, Brake adjustments, etc Washing and Polishing: excluding	70	17	4
work done personally	21	1	6
Renewals: Batteries, tyres, bulbs, brakes, etc.	66	19	6
Repairs: Decoking, half shaft, washers, etc. Oil control rings			,
fitted at 17,000 miles	55 378	4	6
Petrol: Premium grade			
Licensing:		12	
Insurance: Comprehensive Class II	63		
Depreciation:	360	0	0
£	1,066	13	3

All recommended service and work was entrusted to the local Rootes Group Agents and no work other than some of the washing was done by me. The car was garaged at my home during the night but was used every day and parked in an open air car park at a cost of 4s 6d per week. Neither the cost of this nor interest on capital have been included.

The analysis shows that the car has cost about £5 10s per week, or 6d per mile. If interest on capital and parking fees were added it would mean at least another £1 per week or 1d per mile. Petrol con-sumption averaged 30 m.p.g. Petrol and depreciation each represent

just over one third of the total costs whilst

maintenance and repairs are barely an maintenance and repairs are barely an eighth together. The conclusion I draw is that with a modern car it cannot be worth while to do any of the maintenance or repairs personally, as the saving is so small and effort so disproportionately great.

The car was used primarily for business

on runs which perhaps averaged 10 to 15 miles, and was driven by me except that my wife used it on rare occasions (none of the repairs or renewals were attributable to her driving!). I was very satisfied with

originally I prepared this analysis in the hope that it might give some guide as

to whether it would be preferable to change a car of this type every year. Local quotations seem to be that a depreciation of about £120 must be expected on yearly changes with an £800 car having a mileage of about 12,000. It is interesting to note that an annual depreciation of £90 plus the annual equivalent of the total costs of renewals and repairs (a quarter of £121=£30) produces the identical figure! The chief advantage of having a new car every year appears to be having a new car every year appears to that it is always a nearly new car, whilst the chief disadvantage is that for two months every year the car is being run in.

J.G.S.

GIVING THE PASSING SIGNAL

ERTAIN signals are in a sense compulsory; failure to give them might involve the driver, according to the cir-cumstances, in a prosecution for dangerous or for careless driving, and might also entail a civil liability to pay damages for negligence.

To take but one instance—to drive on the near side hugging the curb and then, without warning and with a good deal of following traffic behind, to dart suddenly across to the offside to enter a side street or pick up a fare would not only be crass stupidity, but would amount to both dangerous driving and negligence. This may seem an extreme case, but one

has seen it done.

The signal to overtake does not appear, however, to be a compulsory signal, though road courtesy may make it desirable that a driver should give it. It is a signal of importance, however, and not one to be indulged in lightly and without due care and caution.

There are some drivers, particularly slow ones, who do not hesitate to give the signal to all and sundry who catch up

with them. Most motorists have seen the signal when it ought never to have been and sometimes accidents occurred in consequence; though no doubt the following driver who attempted to pass was just as much to blame for being so foolish as to place 100 per cent reliance on the signal that was given.

That the giving of such a signal with-out due care and caution might involve the giver in actionable liability for negli-gence is illustrated by the case of **White**

v. Broadbent & British Road Services.

A lorry driver had pulled up near the centre of the road with the intention of turning down another street. A November afternoon, wet and misty. A pedestrian wanted to cross the road, and appropriately as the upon the road appropriately as the upon the road and appropriately as the upon the road appropriately as the upon the upon the road appropriately as the upon the upon the upon the road appropriately as the upon apparently, as she was about to cross, the lorry driver gave the passing signal to a van which was approaching from behind. As the pedestrian emerged beyond the lorry, the van knocked her down. The Court of Appeal held that the lorry driver had been negligent in giving the signal, and that he was liable in damages.

In the view of the Court the lorry driver, when contemplating giving the passing signal, was under a duty to keep proper look-out not only for other traffic but also for pedestrians who might be crossing the road. In giving the signal in this case, the Court held that the lorry driver had failed to keep a proper look-out since, if he had done so, he would have observed that the pedestrian was about to pass in front of his lorry. The moral of this case is that every

driver should make quite certain that the road in front is clear before giving the passing signal. If one is in any doubt, the signal should not be given at all.

BRIDGE ON THE RIVER WYE



DURING HIS inaugural visit to Ross-on-Wye, Herefordshire, earlier this month. Mr. Watkinson examined this model of the bridge which is to be built over the River Wye to carry the Ross Spur motorway. Another inaugural ceremony will take place this month—the start of work on the St. Albans By-pass and the Birmingham motorway on the 24 March.

V FOR V-BELTS

RATIONALIZATION continues apace and more and more the tendency grows for manufacture to be concentrated in a few hands. One of the best-known ancillary companies to the motor industry is Ferodo, Ltd., who, with Turner Brothers Asbestos, Ltd., are part of the huge Turner and Newall organization. On March 6, Turner Brothers celebrated the beginning of production in the letter. the beginning of production in the south block of their new factory at Hindley Green, near Wigan, and part of the planoreen, near Wigan, and part of the planning involved removing the manufacture of fan belts from the Chapel-en-le-Frith factory of Ferodo, Ltd., to the north block of the new works.

The new factory occupies about 140 acres, and the opening of the south block marks the completion of a £4,000,000 development project begun in 1947.

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Self-Propelled Caravans

COMPARATIVELY recent development in caravanning is the conversion of a suitable car or commercial vehicle to serve also as a caravan—one's house on one's back, as it were, without the obvious snags involved in towing a separate two-wheeler caravan on a hitch behind the family car.

Although such a project must be, in many respects, a compromise, since the original vehicle was designed for a totally different purpose, great ingenuity has been exercised in planning modifications. Established designs have been in use long enough to reveal inadequacies and permit

them to be overcome.

Though these self-propelled caravans have obvious advantages in comparison with the towed caravan, they have, of course, disadvantages. Among these the more evident are the difficulty of provid-ing adequate headroom when floor level must be set to clear the propeller shaft, the rear axle and the like; the necessity to pick a really level piece of ground for parking since there is not the ready means of adjustment available as with the caravan's corner jacks; and the fact that when the vehicle is converted to its caravan form, it may be immobilized, and therefore not available for shopping journeys or touring.

In general, such conversions are of greatest value to business representatives who spend much time away from home in areas where hotel facilities are not good, and for service engineers whose duties may require them to spend days at

a time on a site, without the usual facili-ties for food and rest.

But they are also in considerable use for touring holidays, and on the Continent one can see these vehicles bowling along with a load of holiday-makers, a guide at the wheel conducting the tour.

Exemption from purchase tax makes such caravan-cars an attractive proposition and since, if the nature of the usage is approved, they can be licensed as private cars and usually can provide seat-ing accommodation for six or more people, it is not surprising that there is

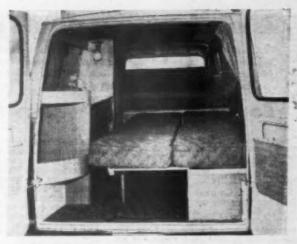
an expanding market for them.

One of the best-known conversions is the Dormobile, based on a Bedford van, by Martin Walter. This, in day time, is in effect a four- or five-seater estate car.

As a caravan, to overcome the head-As a caravan, to overcome the head-room difficulty an ingenious hinging roof panel is fitted which is supported in the raised position by telescopic struts, and the top, side and ends of which are en-closed by p.v.c.-proofed material. The patent seats fold down to form two single beds which, if desired, can be moved together to form a double bed. A folding table is so arranged that the four seats be set round it for meals; the rear of the vehicle contains a wardrobe with cupboards and also a wash basin with 6-gallon water tank and a two-burner gas cooker. The standard Dormobile costs cooker.

Calthorpe Cruiser is the apt title of a conversion on the Ford Thames van, which also has an elevating roof, increas-

Interior of the Home Cruiser modification of the Ford Thames. with the elevating roof panel in of panel lowered position



ing headroom down the middle of the vehicle by Ift 9in.

The living facilities include a divan seat convertible to a double bed, with an additional bed for an adult or for one or two children, gas cooker and kitchen unit, 6gallon fresh water and drain away tanks, wardrobe, dining table, fitted carpets and curtains. Conversion on the 10-12cwt van curtains. Conversion on the 10-12cwt van costs £885, and the 15cwt model £10 more; heating and toilet facilities are optional extras. This model is new optional extras. This model is new-there are already Home Cruiser conver-sions based on the Bedford van (£775) and Austin and Morris light coach chassis (£892 10s).

There are three makes of car-caravan based on the Volkswagen Microbus. The Devon Caravette is a versatile vehicle— for passenger transport it will take up to eight people; for a holiday it will sleep two adults and one or two children and it is possible, of course, to have a tent extension for a more numerous party. The Standard model costs £897 10s, and the de luxe version £195 more.

New is the Moortown caravan, based

on the Microbus. It provides a double bed and a single berth at the rear for a child, while the driving seat can be

arranged for another child. A two-burner hotplate, cool storage, crockery for four, pump-feed hand basin, and ample cupboard space are provided. It costs £962. The Peter Pitt Moto-Caravan first applied to the Volkswagen Microbus (£912) is available also on the Austin and Morris light coeches (£983). It available

Morris light coaches (£885). It provides sleeping accommodation for two adults and two children, and for two adults in a roof tent. Hotplate and small food locker are located on the rear door inner panel.

Largest of the car conversions is the Central Garage Paralanian on an Austin 152 light commercial chassis; it has accommodation for four people, and has headroom and general scale of furnishheadroom and general scale of furnishings comparable with those of the normal trailer caravan. In standard form it costs £995, the de luxe version £1,150.

Dormobile: Martin Walter, Ltd., Utilecon Works, Cheriton Road, Folkestone.
Calthorpe Home Crusser: M. Calthorpe (Home Crusser), Ltd., 123, Park Lane, London, W.I. Devon Caravette: Lisbusne Garage, Babbacombe Road, Torquay, Devon.
Moortown Caravan: Moortown Moters, Ltd., Regent Street, Leeds 7, Yorkshire.
Moto-Caravan: Peter Pitt, 15-17, Southampton Mews, London, N.W.5.
Central Garage Paralaman: Central: Garage, Ltd., Parry Lane, Bradford 4, Yorkshire.

International Fair

AN international trade fair is to be held A niternational trade fair is to be held at Lille, Northern France, from 19 April to 4 May. As its opening will coincide with that of the Brussels World Exhibition a mere 60 miles away, it is expected that visitors from many parts of the world will take the opportunity to see both, the trade displays in Lille supple-menting the mainly cultural theme of the Brussels exhibition. Full details of the Lille fair, which will include cars and cycles, plastics, radio and television, light engineering and machinery, furnishings of all kinds, domestic goods and foods, are available from the Commissariat General, Grand Palais, Foire de Lille,

Rolls-Royce Service

THE opening of an enlarged new service department for Rolls-Royce and Bentley cars by Weybridge Automobiles,

Ltd., was made the occasion of a pleasant meeting and luncheon last week. Rolls-Royce sales and service executives from Conduit Street and Hythe Road, together with other guests, were able to inspect the bright premises and spotless

appointments at York Road, Weybridge, which have been equipped to serve the large number of Rolls-Royce and Bentley owners in the neighbourhood.

At an informal lunch on at the Fair-mile Hotel afterwards, Mr. R. J. Wild, managing director, welcomed guests and congratulated Mr. Blowers, the service manager. Mr. Jack Scott, sales manager of Rolls-Royce and Bentley, replied.

Rubery, Owen Appointment

MR. F. S. MITMAN, who is a director of Borg-Warner, Ltd., and Hart-cliffe Chain, Ltd., his joined the board of Ruberr, Owen and Co., Ltd., parent firm of the Owen Organization. During the last war he served as Director of Light Alloys and Magnesium with the Ministry of Aircraft Production, and also as Co-ordinator of Aircraft Supplies and Adviser on Light Metals Fabrication.

A.A. Engineer

FOLLOWING the retirement of Mr. J. R. Kinsey, Chief Engineer of the Automobile Association, Mr. B. G. Meakin has been appointed manager of the A.A. Technical Department.

Books Maps and

AT THIS TIME of the year, when thoughts turn to holiday prospects, large numbers of books and maps arrive at The Autocar offices for review. Here are particulars of some of the best and most useful of those that have been received in the past few weeks . . .

Holiday Planning

Bed and Breakfast in South and South-West England—1958. Published by Herald Advisory Services, 3, Teevan Road, Croydon, Surrey. Price 3s 6d (3s 11d including postage).

Kent, Sussex, Hampshire, Isle of Wight, London, Dorset, Somerset, Wilt-shire, Devon, Cornwall and the Channel Isles are the areas covered by this little book. Under these headings it lists a wide choice of the smaller places where overnight accommodation may be ob-tained, and in most cases tariffs also are Early closing day and a number of useful mileages are given under each town heading, and there are also a concise list of places of historical interest, suggested tours, and some recommended garages in each of the areas covered. This is well worth carrying in the car not only when touring, but for the whole year round.

Michelin Guide to Switzerland. Published in English by News Chronicle Books Department, 12-22, Bouverie Street, London, E.C.4. Price 15s.

The Michelin guides to foreign countries are famous for their accuracy and usefulness, and the English version of the Guide to Switzerland may be thoroughly Guide to Switzerland may be thoroughly recommended as a valuable reference work for all those who plan to tour in or pass through the country. It is not a hotel or restaurant guide, but deals instead in very great detail with all the towns and beauty spots of Switzerland, giving particulars of recommended tours, places to see, local facilities, and so on. There are many carefully drawn maps, and the systematic layout of the material makes the book a splendid reference work for use systematic layout of the material makes the book a splendid reference work for use while on tour. Glancing through the pages at home one learns of the many beautiful places which one may have omitted on an earlier visit to Switzerland, simply as a result of not knowing of their existence. It is very well worth its price.

Beautiful Highways: The Austrian Alps. Published by Thames and Hudson, 30, Bloomsbury Street, London, W.C.1. Price £1 1s.

Most recent addition to a well-known series, this volume includes 80 photographs in black-and-white (but none in colour), presenting examples of the beauties of the Austrian Alps, of particuof the lar appeal to the touring motorist. The plates are supported by nine drawings and six maps, together with descriptive text specially prepared for those who under-take a tour of the area by car. The quality of the reproductions of the photographs on art paper is high; the text, maps and small drawings suffer in con-

Esse Touring Atlas of Germany and Austria. Published by Edward Stanford, Ltd., 12-14, Long Acre, London, W.C.2. Price 15s.

This is a German production, and all the touring information included in its pages is in the German language. With it goes a separate booklet with an English translation of all the guide material and the atlas legend.

It can be trimmed with scissors to fit within a flap at the back of the atlas, but is printed on poor quality paper which will not survive much hard wear.

In book form, and bound in tough plastic material, the atlas measures only 54 > 9½ × ½n, so that it will fit into most cars' facia cubby-holes. The maps are printed on paper of fine quality and have roads marked in red and black, according to their importance, on a white background. Thus there is no indication of plain or mountain, apart from a few peaks marked with small triangles.

main road maps of the Included are larger cities, a table giving their distances apart, and a very comprehensive index of place names, together with their approxi-

mate map references.

Hotels and Restaurants in the British Isles— 1958. Published by The British Travel and Holidays Association, 64-65, St. James's Street, London, S.W.1. Price 6s.

There is every evidence that this book has been very thoughtfully and carefully Detailed particulars of some 4,000 hotels in England, Scotland, Wales and Northern Ireland are given and in similar detail a smaller number of restaurants throughout Britain are covered. All cities, towns, resorts and beauty spots are also described briefly, with line sketches of a large number of them. There is also a small-scale road map in the back of the book, and the locations mentioned, and the points of interest to tourists, are all indexed. Addresses and hours of opening of all the restaurants listed are among the helpful informa-tion provided. This book should be in every car that is used for frequent travel in unfamiliar areas of Britain

Where to Go in Belgium—1958. Published by Mason-Peacock, Ltd.. 184, Strand, London, W.C.2. Free.

This is the official guide to Belgium. With maps, illustrations and numerous advertisements it provides a mass of varied information for the tourist, dealing ith places to visit, descriptions of towns, cities and resorts, sports, local specialities, and amenities and mileages. It will be invaluable for a holiday in Belgium, and should also prove useful to the traveller who is passing through the country.

Going to Russia? by Kathleen Taylor. I lished by Lawrence and Wishart, Ltd., 81, C cery Lane, London, W.C.2. Price 13s 6d.

This book was published on 6 March, and should now be available from booksellers; but at the time of going to press a review copy had not yet been received.

A Fortaight in Vesice, by Gordon Cooper. Published by Percival Marshall and Co., Ltd., 19-20, Noel Street, London, W.1. Price 5s. A Fortaight in Andalusia, by Gordon Cooper. Published by Percival Marshall and Co., Ltd.

Both these books deal with the districts which they cover in the same authoritative and interesting manner. They are informative guides to the places that are worth visiting and special features to look out for, and additionally much useful practical advice is included. For example, there are notes on tipping, health, mosquitoes (in Andalusia), mail, red tape, banking, and other varied subjects in

which the reader can benefit from the author's experience. The motorist may author's experience. The motorist may be disappointed by the remarks on travelling by car, for example: "... road journey from Channel port to Andalusia road occupies so much time that it hardly comes within the scope of this book."

Numerous photographs give a general pictorial impression of the districts covered.

Farm Holiday Guide—1958, by David Mur-doch. Published by Farm Holiday Guides, 18, High Street, Paisley, Renfrew, Scotland. Price 35 6d.

For the many motorists who like to draw a compromise between camping and caravanning, and the alternative of staycaravanning, and the atternative ing at hotels in towns and resorts, this recommended. Under book may be recommended. Under county headings it lists all types of farms, county guest houses and small family hotels. Each entry gives details of location, and a brief description of the accommendation. modation available. Particulars of tariffs and facilities are normally included, and there are some 150 photographs illustrating a cross-section of the very large number of farm houses which are listed. Advertisements are almost completely excluded.

Tourist Events in France—1958. Published by the French Government Tourist Office, 178, Piccadilly, London, W.1. Free.

Here are listed all of France's major events for this year in chronological order. In the back of the book is an index to towns and cities which makes it possible to find in a moment what functions of special interest will be held at each of them during the year.

The Golden East of France. Published by the French Government Tourist Office, 178, Piccadilly, London, W.1. Free.

Here is another brightly illustrated, informative and useful guide for the traveller in France. It covers the lesserknown eastern area from Paris through Rheims to Luxembourg and south to Strasbourg and Belfourt. There are itineraries, a coloured pictorial map, and extensive and detailed notes on the resorts and towns in the area; also—hints on gastronomy and wines, and details of forthcoming events. This little book forthcoming events. This little book should certainly be obtained before touring in or passing through the area.

Handy Guide to Western Germany. Published by C. Bertelsmann Verlag, available from George Philip and Son, Ltd., 30-32, Fleet Street, London, E.C.A. Price £1 1s.

This is a translation from a German book covering all aspects of holidaymaking in Germany. It has nearly 500 pages and is generously illustrated with maps, photographs and drawings. The maps, photographs and drawings. The book contains a mass of reading material covering all the touring areas of Germany in extensive detail. It has a good index and is well laid out; it should prove very useful in planning holidays in Germany, and serve additionally as a splendid tour-ing guide when actually in the country.

Where to Stay in Scotland—1958. Published by The Scottish Tourist Board, 2, Rutland Place, West End, Edinburgh, 1. Price 2s 6d.

Hotel, boarding house, farmhouse and other accommodation through Scotland is tabulated in this book under county headings, with details of tariffs and faciliheadings, with details of tarilfs and facili-ties. Particularly with the hotels listed, addresses are either given too concisely or omitted altogether, and this stands out as one of the weaknesses of the book. Additional information covers camping sites, restaurants and garages, and historic houses. The book includes a small-scale map of Scotland.

R.A.C. RALLY AWAY GOODWOOD PROSPECTS LE MANS ACCEPTANCES E.R.A. REVIVAL

R.A.C. RALLY: On the eve of departure from Hastings, seven starters were still missing. Several of the old hands who had looked forward to a "little Tour who had looked forward to a "little four de France," with driving skill in the tests deciding the winners, found that once again meanderings over Welsh "goat tracks" looked like sorting out the tracks" looked like sorting out competitors. Most crews became immersed in maps, because it was felt that the route cards were inadequate for navigation and the route would have to be laid out on the maps. It was being be laid out on the maps. It was being said that, having promised to take the accent off navigation in obscure lanes and to provide, instead, a rally of tests to encourage foreign entries, the organizers had done a volte face when one Swedish entrant represented the total outside interest. Apart from the chances of getting lost, the Welsh section seemed likely to be more than difficult, with a 30 m.p.h. average to keep up.

B.B.C. reports of blocked roads were discounted by the organizers who re-ported all roads on the route as open a few hours before the start. Of the cars due to leave Hastings, only John Sprin-zel's A.35 was known to have trouble the clutch was changed but was still not

satisfactory.

There were only two non-starters from Blackpool, A. G. Bird (Aston Martin) and K. E. M. Kaye (Morris).

PREMIER AWARD for this year's R.A.C. Rally is to be the Peall Trophy—a magnificent, silver-gilt, two-handled device with ornate figures—which was won outright in 1892 by a Mr. W. J. Peall, World Champion at billiards. Peall was a pioneer motorist and became one of the first members of the R.A.C., motoring being his second love after billiards. In 1954 his sons, E. W. and G. Peall, decided that it would be appropriate to present the Peall Trophy to the R.A.C. in memory of their father.

As well as the Trophy, the winner of



The Sport





the Rally gets £250-plus an extra £50 if he is foreign (the odds are 204 to 1 against this), or feminine (which is less unlikely). Total prize money amounts to £1,350.

ENTRIES FOR Britain's first international meeting of the season—the B.A.R.C. Easter Monday Goodwood—are B.A.R.C. Easter Monday Goodwood—are coming in nicely. Stirling Moss will be there, but whether he will be driving the Rob Walker Cooper or a Vanwall is not yet certain; to date, there are no official announcements about Vanwall plans for the coming season. Two B.R.M.s will be entered for Jean Behra and Harry Schell, and Italian interest seems to be GONE, THIS YEAR, will be the familiar programme for Easter Monday at Brands Hatch, wherein formula 3 races previously dominated the scene. Instead, there will be three events for 1,100 c.c. sports-racing cars, one for production sports cars, one for formule libre cars, two

sports cars, one for formate tione cars, two for family saloons, and two for the 500s. Every Brands Hatch meeting this season will have two 15-lap saloon car events— one for cars up to 1,600 c.c., and the second for those over this size. Each race will be divided into two capacity and points towards the new B.R.S.C.C. National Saloon Car Championship will be awarded to the cars that finish in the first three places in each of the four



centered around Mike Hawthorn. At the moment, Ferraris are negotiating with the B.A.R.C. for his entry in the car which Hawthorn drove into third place, behind Moss and Musso in the Argentine G.P.

WORKS LOTUS entries for Sebring on March 22 will be driven by J. Chamber-lain, Bill Frost and Cliff Allison, backed up by American drivers Sam Weiss and Dave Tallaksen. Colin Chapman will himself act as reserve driver for the team.

classes; there will also be an extra point for the fastest lap in each category.

Racing on Easter Monday will start

at 12 noon.

LE MANS this year will have an entry of 55 cars; the official list was received as we closed for press and it has been tucked in on page 398. There will be 22 British cars, 19 Italian, 8 French and 6

The names of the reserves have not yet been made known but there were, in all, 88 applications to compete. Those who 88 applications to compete. Those who qualify for the Biennial Cup are A.C. Bristol, D.B., Ferrari, Lotus, Osca, Panhard and Stanguellini. The cars will probably be given race numbers in the order that they are tabulated.

UNDER THE management of B. R. Eastick, an E.R.A. team has been formed, with the idea of running in as many events as' possible throughout this season; club secretaries are asked to send regulations of suitable events to him at the following address: c/o Ragus Products, Ltd., Bed-ford Avenue, Trading Estate, Slough. Two cars were entered for the C.U.A.C.

Snetterton last weekend, one will be running at the West Essex C.C. Snetterton on 23 March (driver W. F. Moss), a team will run in the formule libre event at

Peter Collins was at Monza last week testing the latest version of the new formula I Ferrari the Dino, named after Enzo Ferrari's son who died in 1956. A perspex bubble replaces the open screen that previously shielded the six carburettor air intakes

THE SPORT...

Snetterton on 30 March, a team will also be at Brands Hatch for the formule libre event on Easter Monday (drivers, W. F. Moss, Douglas Hull, Martin Brewer and Peter Waller), and there will also be a team at the Silverstone meeting on 12

Considering that the last of these cars was built about 20 years ago, it is wonderful that their owners should feel confident about laving on such an ambitious pro-

gramme for them.

EPILOGUE to the Cuban Grand Prix is that Stirling Moss and Masten Gregory have agreed to share their prize money. It will be remembered that Moss was declared the winner when the race was stopped at six laps because of the accident. Gregory has said that he was actually in the lead when the accident took place, having passed Moss, but slowed when the red flag was displayed—when Moss repassed him. Obviously the situation was most confusing, and the two drivers have agreed to divide equally between them the money accrued to them for first and second places-about £1,600 whilst Moss remains the race winner.

BRITISH MANUFACTURERS taking a close interest in the Circuit of Ireland International Rally from 4-8 April. Scandard have entered a team of three Tr umph TR3s, to be driven by Desmond Titterington, P. B. Hopkirk and Ernet McMillen, whilst B.M.C. are in with a team of three One-Point-Five Standard have entered a team of Rileys, one of which is to be driven by Pat Moss and Anne Wisdom.

SILVERSTONE'S Club Circuit season opens on 12 April with the Vintage Sports Car Club's race meeting, which is open to members of the V.S.C.C. driving Vintage, Edwardian, Thoroughbred or Historic Racing cars Principal events of the dry will be the 10-lay scratch race for Historic Racing cars Principal events of the day will be the 10-lap scratch race for the 1908 Grand Prix Itala Cup (for Vintage racing cars) and the 10-lap all-comers' scratch race for Vintage and His-toric racing cars. There will also be other scratch and handicap races, and a one-hour high-speed trial; the final race of the day will be the first in the series of events counting for the Motor Sport Trophy competition.

Closing date for entries is 29 March; the first event of the meeting begins at 12.15 p.m.; the meeting is open to members and friends, tickets being available

from the secretary.

SUPPORTED by over 220 members and friends, the Bugatti Owners' Club annual lunch and prize giving, held last Sunday at the Hotel Leofric, Coventry, was a huge success. Jack Emmot and Ken Nightingale are to be congratulated upon the organization. Club chairman Roy Taylor was particularly happy about the financial state of the club; if the number and magnificence of the trophies are anything to go by, it must be very sound.

R. R. C. (Rob) Walker, who presented the prizes, himself received one of the lovely miniature Bugatti radiators for being the entrant of the car which has won the Staniland Trophy for three years in suc-

ORGANIZERS—notably British ones— in recent years have dreamed up all manner of interesting variations on the basic theme of running a rally, but the idea of running one by radio is new to me. However, the first International Car-radio Rally is to be staged this year from 25 to 27 June, probably, with starting points in London, Luxembourg, Bonn, Amsterdam, Brussels and Paris; the route will cover about 750 miles, finishing at Luxembourg. The finishing at Luxembourg. The clubs mainly concerned with the organization of the event are the Southern and Western sections of the Royal Dutch Automobile Club, the A.C. of the Grand Duchy of Luxembourg, and the Bugatti Owners' Club in this country; the fact that Pete Nortier, of Tulip Rally fame, is on the organizing committee should be some indication of the promise of the event.

event.

The main principle of the rally is that the route is kept secret; instead of using

route card, all instructions will be given over the car radio, through Radio Luxembourg. Competitors may choose their own starting point and, at a time specified in advance, the announcer at Radio Luxembourg will instruct the entries at each starting point as to the route to be followed, location of control points, average speeds and so on; these will be followed until further instructions are received from Luxembourg. Provision will be made, with suitable loss of marks, to keep those in the rally who for some reason or other have missed some of the instructions; these, incidentally, will be broadcast in several lan-

dentally, will be broadcast in several languages, so you do not need to be a linguist as well as a radio operator.

Awards are going to be really worth while, I gather—guaranteed by the fact that the rally is being sponsored by Philips Radio. Regulations will shortly be available from P. J. J. Jacobs, General Administrative Secretary, I.A.R., Vestdijk 8, Eindhoven, Netherlands.

REGULATIONS governing the formule libre race at the Snetterton Spring Meeting on 30 March have been altered in one respect. There are to be no restrictions on the type of fuel used by cars built be-fore 1940. This will enable the E.R.A. team—details of which appear above—to compete, and four of these cars have been

More modern entries at this meeting include Archie Scott-Brown with the latest version of the Lister-Jaguar, six formula 2 Coopers, a Syracuse Connaught, and examples of D-type Jaguar, H.W.M., Tojeiro and Lotus. In the formula 3 event, Jim Russell will be driving the new Robin Jackson car. The entry list for this meeting does not close entry list for this meeting does not close until 24 March, and entries should be sent to O. Sear, Old Buckenham Hall, Attleborough, Norfolk.

WITH THE OBJECT "of transmitting to the driver who does not consider his car merely as a means of transport, but who finds pleasure in driving, the secrets of a fast, yet safe, driving technique," the International Racing Drivers' School was formed ten years ago. It is sponsored by the Swiss Automobile Racing Club and the Automobile Club of Switzerland, and until this year has held its annual course at Monza. This time, from 26 to 28 April, the circuit is to be Montlhéry which, apart from being near this country and convenient for British drivers, has an assortment of sharp bends, and a speed circuit with banked curves and a winding gradient; for this reason it is felt that instruction can be given to those who are particularly interested in hill-climb

Apart from the actual driving tuition, lectures will be given in German and French, and each class will have interpreters who can translate the lectures into English or Italian. Among the drivers and motor racing personalities who are to assist in the course will be Alfred Neubauer, Huschke von Hanstein, Hans Herrmann, Heinz Meier, Luigi Villoresi, Paul Frere, Willy Daetwyler and Hans Stanek. There is no need, incidentally, to have a competition licence this year, and members of any club affiliated to the F.I.A. can attend the course (that is, the R.A.C., in this country).

R.A.C., in this country).

Further particulars, entry forms and so on, can be obtained from the Racing Drivers' School, P.O. Box 1266, Bern-Transit, Switzerland.



Winners of the Sestriere Rally, Cussini and Argenti in their Fiat-Abarth Zagato 750

COMING SHORTLY

MARCH 11-15.-R.A.C. Rally of Great

Britain.

15.—Maidstone and Mid-Kent M.C. Chico rally, Park Gate Inn, 7.30 p.m.

15-16.—Cirencester C.C. rally, Bridges Garage, Cirencester, Rolinson Motors, Lower Wick, Worcester, and Market Garage, Priory Bridge Road, Taunton,

age, Cirencester; Rotinson Motors, Lower Wick, Worcester, and Market Garage, Priory Bridge Road, Taunton, 8 p.m.

15-16.—United Hospitals and University of London M.C. Sixth Rosette rally, Bull Hotel, Wrotham, 8 p.m.

16.—Sunbeam-Talbot C.C. Folkestone and Kentish trial, Good Companions, Sanderstead, Surrey, 8.30 a.m.

16.—B.A.R.C. (S.E. Centre). March Hare rally, Cowbeech, 3 p.m.

16.—Kentish Border C.C. Standard car trial, Bull, Birchwood, 10.30 a.m.

16.—Yorkshire S.C.C. 4/44 Trophy trial, Municipal car park, likley, 10.30 a.m.

16.—Leicestershire C.C. Wentworth Trophy trial, Ingarsby Station, 2 p.m.

16.—Southport M.C. day rally, Woodvale, near Southport, 10.15 a.m.

21.-22.—Cambridge University A.C. Welsh Rabbit trial, Church Stretton, 10 p.m.

22.—Sebring 12-hour sports car race.

22.—R.A.F.A.M.C. Spring navigation rally, Horsmans Garage, on the A550 at Queensferty, near Chester, at 7.01 p.m.

22.—Sheffield and Hallamshire M.C. nightnavigation run, Beauchief Hotel, 7 p.m.

22.—Rochester, Chatham and District M.C. Bills Trophy rally, Bell Inn, Bredhurst, 7.30 p.m.

22.—S.U.N.B.A.C. Colmore car trial, Broadway, 9.36 a.m.

will be a recorded message from David Murray at Sebring.

Rhyl and District M.C.—Of the 30 starters in the Braid Rally held in North Wales early this month, only two completed the 193-mile course without loss of marks. The route was divided into 14 sections, with a halt at half-distance; several sections required accurate navigation to a tight time schedule.

As a result of a 10-mile regularity section, Gorst's Dellow, navigated by Trevor Williams, won the premier award, and Mr.

As a result of a 10-mile regularity section, Gorst's Dellow, navigated by Trevor Williams, won the premier award, and Mr. and Mrs. T. Gold, whose Austin-Healey also had a clean sheet, won the Brookes Parry Trophy for second best performance.

Parry Trophy for second best performance.

Braid Challenge Trophy: Dellow (A. W. Gorst and W. T. Williams). Breekes Parry Trophy: Austin-Healey (Mr. and Mrs. T. A. Gold). Mess Trophy: M. M. G. Magnette (J. H. N. Wood and J. H. Morgan). Desiders Challenge Trophy (winning navigator): W. T. Williams. Nevice Award: Austin (T. K. Roberts and C. Drayton). Ladies Award: Volkswagen (Mrs. G. Frice and Mrs. A. Rutt and J. Cresswell. First-siass awards: Morris Minor (G. P. Evans and J. D. Williams), Volkswagen (D. N. Kiff and B. Brotherton).

British Motor Racing Marshals Club.—
Regional centres have now been formed in
the South, Midlands, North and Scotland.
Details of Area Secretaries and application
forms for membership may be obtained from
the Hon. secretary, J. D. Bannister, "Beechwood," Alsager, Stoke-on-Trent. The first
annual general meeting will take place at
Mallory Park Club House at 3 p.m. on 30
March. March

London M.C.—The Coventry Cup trial, arranged for 16 March, has been postponed to 30 March to avoid clashing with the Vorkshire 4/44 trial, which is a Championship event.

West Essex C.C.—The Clover Leaf rally was held in very bad weather on 22-23 February. The 240-mile course, divided into three sections, proved more arduous than originally intended, 20 competitors retiring. Results were as follows:—

Outright winner: Ford Prefect (A. Newman), 250 marcs loat; elsee A: 1, Wolseley 1500 (P. Diggins), 270; 2, Ford Anglis (B. V. White), 410; 3, M.G. Magnette (B. Ager), 450; elses B: 1, Standard Vanguard (D. Golding), 350; 2, Wolseley (C. Perkin), 710; 3, Ford Zephyr (B. Odoni), 740; elses C: M.G. (B. Towns), 970. Team sward: Ecurie Goons—Gough, Doney and Elliott.

Lincolnshire A.C.—The results

Little Monte night navigation rally held on 22 February were as follows:—

1. Hillman (P. Strawson and B. Smith). 110 marks lost: 2. Jaguar Mark VII (R. Mansbridge and R. March). 240; 3. Morris Minor (Mr. and Mrs. R. Penwich), 300.

R. Fenwick), 300.

West Hants and Dorset C.C.—Results of the Moonfleet raily held on 22 February were as follows:—

Maitiand sup: Hillman Minx (H. Tilzey), 280 marks lost, Winner olass 1A: Peuscot (Dr. E. S. Bolton), 420; class 1B: Austin A.50 (J. A. T. Hodd, 440; class 1G: T. D. S. Jones, 1, 1, 200; class 4G: T. D. S. Jones, 1, 1, 200; class 4G: M. O. A. (G. N. Deat), 800; class 2F: Triumph TR2 (R. P. Hancock), 870; class 2G: Austin A.90 (P. W. Ortewell), Ladies award: Austin A.50 (Miss H. M. Aitken), 1, 570. Nevice award: Morris Minor 1000 (J. Shiner), 710. Team award: Hillman (Cill. R. Binny), Morris Minor 1000 (L. G. Hail), and Renault (L. J. O. Bartlett), 1,940.

Club News

Airedale and Pennine M.C.C.—The provisional results of the Snowdrop rally held recently were as follows:

1. Austin A 95 (H. Arrol and J. Arrol). 322 marks lost; 2. Wolseley 4 44 (M. Grass and K. Pollard), 523; 5. Pord Prefect (R. M. Head and H. Medley). 340. Team Award: H. Arrol, C. P. Birkett and J. B. Smith.

Oswestry and District M.C. The results of the club's regularity rally held on Sunday, 2 March, were as follows;— 1. Morris Minor 1000 (B. P. Wallace); 2. Austin-Healey (Richard Mayall); 3. Humber Hawk (G. A.

East Surrey M.C.—Entries for the Martini rally are now closed; the 120th was received on 4 March.

Ecurie Ecosse Association.—A film show will be held in the North British Hotel, Edinburgh, on 24 March, at 7.15 p.m., when the films "Weekend at Le Mans," "The Monaco Grand Prix," and "Indianapolis 1957" will be shown. It is also hoped that there

"By 1950 the Porsche was already scoring heavily in motoring events across Europe. Through the 1950s, the Porsche spreadeagled everything in its class, and its reputation grew to what it is today . . . probably the best small touring car in the world.

Extracts from an article by Robert K. McCabe in the Swin magazine "MADE IN EUROPE".

small touring car in the world.

And it's small only from the outside. Once inside, even gangling six-foot-plussers like this writer have plenty of room and plenty of comfort. Visibility is as close to perfection as one is likely to get. And above all a Porsche has an ingratiating quality that welds its devotees into a cult, its owners into tub-thumpers and its rivals into grudging admirers. Porsche's glittering reputation rests on a solid chunk of racing successes. A winner in the States and in Europe, its racing record makes impressive reading. impressive reading.

It was the Spyder's Le Mans performance that made a usually calm English racing pundit mutter that the Potsche's 'controllability verges on the supernatural'. Observers said the car was faster through the corners than any other machine present, a tribute to those Stuttgart engineers.

Stutigart engineers.
Watching Porsches go through the factory is an education in itself . . . the cumulative effect on the onlooker is that here, by George, is a hand-built car that is really hand built. Most Americans recall, with a shudder, the soap opera, 'Portis Faces Life'. But how delightful it would be to face life in a Porsche."

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Welback Viewpoint (No. 142 of a series)

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t Welbeck Motors explain the Welbeck way Contract Hire.

Welbeck Contracts now offer all the new Fords on a contract hire basis. For many, Contract Hire is the only sensible way to run a car. Doctors, Reet awners, business users of all types, you're ill advised to lock up money in a car when you can lease one on contract and the hire charges are allowable in full by the Inland Revenue.

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Procedure
You choose a brand new car from our showroome just as if you were buying. Three months rent is asked at the time of delivery and the payment covers you for three months—thereafter you pay monthly in advance. A rental includes everything except insurance and routine servicing. In the case of breakdown or accident a replacement car is available free of charge at 48 hours notice. One enception only, is that in the case of a two-year contract the hirer is responsible for repairs during the second year of his use. Rentals include a hoater, and a radio can be fitted for a small surcharge.

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Ford Anglia £260 per annum (you keeping the car ane year) or £200 per annum (you keeping the car two years). Fard Consul £360 (you keeping the car two years). The cheepest Ford of all—the Popular—can be hired for only £15 per manth.

Welbeck Motors Ltd. 109, Crawford Street, London, W.1

(Near Baker Street Station) Welbeck 1139

RACE AND RALLY REGULATIONS RECEIVED

Maidstone and Mid-Kent M.C.—Fifth annual Hopper night navigation rally (restricted), 29-30 March, approximately 140 miles, starting at Tudor House, Bearsted, near Maidstone, at 9 p.m. Entries, limited to 120, to R. A. Abery, Yeoman Nurseries, Ashford Road, Bearsted, Kent, by 25 March. Entry fee £1 5s, team fee 10s.

B.A.R.C.—Second Mallory Park members' meeting, 29 March, commencing at 2 p.m. Programme includes races for sports and closed cars and 500 c.c. racing cars. Further details and entry forms may be obtained from H. J. Morgan, General Secretary, B.A.R.C., 55, Park Lane, London, W.I. Closing date for entries 18 March.

Singer O.C.—March Meander, 23 March, approximately 100 miles, starting from Head Office of Hay's Wharf, Tooley Street, S.E.1, 11 a.m. Entries (fee 10s) to E. P. Ellis, 23, Elmers Drive, Teddington, Middlesex, by 19 March.

M.G. C.C.—Cockshoot Cup rally, 29-30 March, starting from Stockport at 10.30 p.m. Entries to Norman Quick, 660, Chester Road, Manchester 16, by 21 March.

Jaguar D.C.—The second sprint meeting will be held at Brands Hatch on 30 March. nuries should be sent to K. H. Logan, 64, The Broadway, West Ealing, London, W.13, by Entries sh 18 March.

Midland A.C.—Birmingham Post National motor rally, 25-26 April, starting from Civic Centre, Birmingham, at 8 p.m. Entries (fee £4 4s) to Midland A.C., 4, Vicarage Road, Birmingham, 15, by 3 April. Entries limited to 240.

London M.C.—On 12 April the Little Rally will start from Queens Hotel, Farnborough, at 8.30 a.m. The route will be approximately 200 miles and entries will be divided into seven classes. Entries (fee £2 5s) should be sent to Mrs. H. II. Crawley, Rozel, Harrietsham, Kent, by 29 March.

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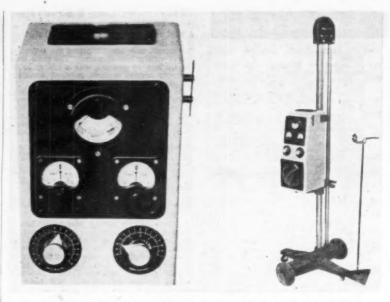
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The Weaver WX. 50 (above) and 51 head lamp testers are just coming into full production at the company's Magna Works, Bedford (see paragraph below)

Trade and



Industry

Mr. B. A. Gay, manager of the Bristol tyre depot of the Dunlop Rubber Co., Ltd., has been appointed regional manager for the West of England in succession to Mr. J. M. Simon. The latter has been appointed assistant to the general manager of the India Tyre and Rubber Co., Ltd.

A new grade of lubricating oil specially developed for two-stroke engines has been introduced by Shell-Mex and B.P., Ltd. It is called BP Energol Two Stroke oil, and is intended primarily for dispensing through the BP Petroiler service. The recommended price for the new mix in the inner zone is 5s a gallon.

James Watt (Motor Industry), Ltd., is to look after sales of the Friskysport to be manufactured by Henry Meadows (Vehicles), Ltd. The Meadows company was recently taken over by the Flower Organization. Mr. James Watt was a co-founder of the Donald Healey Motor Co., Ltd., and a former director of the car division of the David Brown group.

Presentations of gold watches and illuminated addresses for long service were made last week by Mr. Philip C. Rickards, chairman and managing director of Charles Rickards, Ltd., motor agents and engineers, 56, Bayswater Road, Lancaster Gate, London, W.2. to four employees—Walter Cedric Almond (who joined the firm in 1904), Leslie Sedgewick (1906), William Grey (1906) and Thomas Ledger (1908). The occasion was also one of congratulations to Mr. A. W. Groundsell, sales director, and Mr. A. C. Williams, works manager, who have just been appointed to the board of the company.

Mr. John Ellis has been appointed wholesale sales manager by the Alexander Engineering Co., Ltd., Haddenham. Buckinghamshire.

Specialized advice on the layout of diesel service depot is available from the Merlin Engineering Co., Ltd., Hebble Mills, Halifax. They can help in planning new depots or extending existing facilities.

Mr G. Hooley has retired from his directorship of C. H. Truman and Co., Ltd., Mansfield Road, Nottingham, distributors for Jaguar, Riley, Rover and Daimler cars. He had been with the firm for 40 years.

Contributions to BEN, the Motor and Cycle Trades Benevolent Fund, were substantially increased by the Liverpool and Peterborough centres last year. At recent functions the general secretary was handed cheques for £450 from Peterborough—more than quadruple the 1956 effort—and £850 from Liverpool—double the previous year's gift.

The Weaver Manufacturing and Engineering Co., Ltd., are now producing the WX.50 and 51 head lamp testers shown above. Their associated company in the U.S.A. has sold more than 17,000 since the war, and they are widely used in many countries where vehicle inspection is in force. With the apparatus, head lamps can be checked quickly for candle-power reading, and high or low and left or right deflection. The basic unit has meters for the candle-power and deflection readings, and two pairs of balanced photo-electric cells. Full details are available from the company.

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U.K. List Price . With Tax

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A.C. Ace	1,188	5 6	1,78	3 7	7 0	D.K.W. Fixed-head coupé	£ 765	5	5 0
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1900 Super Super Sprint	1,695	0	2,54			FACEL VEGA			
Super Sprint ALLARD Palm Beach (Ford)			1		7 0	FVS hardtop	3,150	0 (0 0
Palm Beach (Jaguar)	1,300	0 0		1 7	7 0'	(automatic) FAIRTHORPE			
Gran Turismo	1,700	0 0	2,55	1 7	7. 0	Automota Electron Minor	420		0 0
ALVIS Graber	2,300	0 0	3,45	8 7	7 0	Electron	765		0 0
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Drophead coupé	2,300	0 0				1200 Full Light 1400B	798 774		
ASTRA Utility	308	0 0	47	1 16	0	19008	980		
AUSTIN						1900B four-light	1,385		0
A.35 2-door 2-door de luxe	379 387	15 0				Popular	295		
A.35 4-door	396	10 0	594	6 2	0	Anglia Anglia de luxe	380 400		
4-door de luxe A.35 Countryman	400 444	0 0		7 7		Prefect	415	0	0
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(autometic)	885	10 0	1,329	12	0	Consul estate car Zephyr	710		0
Gipsy diesel	650 755	0 0		0		(automatic)	725	0	0
AUSTIN-HEALEY	017		1.224			Zephyr convertible Zephyr estate car	778 775	0	0
BENTLEY	817	0 0	1,226	17	0	Zodiac (automatic)	675 790	0	0
Series S	3,695 4,595	0 0	5,543	17	0	Zodioc convertible	873	0	0
L.W.B. Freestone and Webb	5,187	0 0		17	0	Zodiac estate car FORD (Canadian)	845	0	0
Hooper	4,990	0 0	7,486	7	0	Custom 300	1,307	0	0
H. J. Mulliner James Young	5,455	0 0	7,373		0	Fairlane 500 Town 500 Town Victoria	1,377	0	
Continental H. J. Mulliner		0 0	7,913	17	0	Ranch Wagon	1,362	ō	
Four-door	5,275 5,355	0 0	8,033	17	0	FORD (Germany)	702	0	0
Park Ward BERKELEY	4,995	0 0	7,493	17	0	ISM	763	0	0
Two-seater 328 c.c.	332	7 6	499		3	FRAZER NASH	(price	n	oc y
492 c.c. 492 c.c. hardtop	381	15 4	573		10	Gran Turismo	2,166	0	0
B.M.W.						Sebring GOGGOMOBIL	2,166	0	0
501 502 2.6-litro	1,638	0 0	2,458	7	0	T.300 T.400	329 342	6	0
502 3.2-litre	2,220 3,200	0 0	3,581 4,801	7	0	TS.300	416	0	0
503 507	2,800	0 0	4,201	7	0	TS.400 TS.300 convertible	428 458	13	4
BORGWARD					0	TS.400 convertible	471	0	0
Isabella estate car	830	0 0	1,246	7	0	MILLMAN Minx II Special	498	0	0
Touring Sport TS coupé	950 1,330	0 0	1,426	7	0	Minx II de luxe	529	0	0
Hansa 2400	1,500	0 0	2,251	7	0	Two-tone Minx II convertible	598	0	0
BRISTOL 405	2.390	0 0	3,586	7	0	Minx II estate car Husky	625 465	0	0
405 Convertible	2,450	0 0	3,767	7	0	HUDSON			
BUICK 63 Century	2,175	0 0	3,263	17	0	Rambler de luxe Rambler Super	1,250	0	0
CADILLAC		0 0			0	Estate Car	1,375	0	0
6309 Fleetwood 6239D sedan de ville	3,425	0 0	5,138	17	0	Rambier Custom - Ambassador Super	1,350 1,630 1,700	0	0
CHEVROLET Sel-Air	1,410	0 0	2,116	7	0	Custom	700	0	0
Bel-Air Sport	1,440	0 0	2,161	7	0	Estate car HUMBER			
Bel-Air Convertible Nomad estate car	1,555	0 0	2,333	7	0	Hawk II (automatic)	955	0	0
Corvette	1,906	0 0	2,860	7	0	Hawk II estate car	975	0	0
CHRYSLER 300C	2.740	0 0	4,111	7	0	Touring limousine ISETTA (Gt. Britain)	920	0	0
300C convertible	2,960	0 0	4,441	7	0	300	255	1	0
Imperial Crown	2,885 3,045	0 0	4,328		0	Luxury Plus 600	265 319	0	0
CITROEN	389	0 0		7	0	JAGUAR	966	0	0
2 c.v. DS19	1,150	0 0	1,726	7	0	2.4 Special equip, model 1	.019	0	0
CONTINENTAL Mark II coupé	4,900	0 0	7,351	7	0	3.4	,114	0	0
DAIMLER						(automatic)	,175	0	0
Century II One-O-Four	1,119	2 0	1,680	0	0	Special equip, model	,292	0	0
DK 400A	2,795 1	5 4	4,195	0	0	XK SS		Ex	por
DK400B Hooper limousine		0 0	4,315 6,578	17	0		,219	0	0
D.B.						JENSEN			
Rally HBR 5 DELLOW	1,299	2 0	1,950	0	0	541 de luxe 1	,435	0	0
Mark VI		0 0	938	17	0	341 R	,910	0	0
Mark VI sports	625		738	40		1 Interceptor I	,000		9

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Appia Series II Aurelia Gran Turisn	200	1,12	15	0			68	17	0	
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Club Le Mans 75		1,02 1,30 1,62	9	0	0	1,5 1,9: 2,46	37	7	0	
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180D (diesel) 190 190SL		1,29	0	000	000	1,88	6	7 7 7	000	
219 220S		1,430	0	00	000	2,89	6	7	0	
300 automatic 300SL Roadster		3,60 3,75	n	0	0	5,40	11	7	0	
MERCURY (Amer	ric	1,63	6	0	0	2.45	2	7	0	
Montclair Fordor Phaeton		1,89	3	000	000	2,84	8	2	0	
Convertible MERCURY (Cand Monterey Forder	ian	1,979		0	8	2,96			0	
Monterey Phoeton Montclair Fordor		1,640	5	000	0	2,46	1	7	00	
Montclair Phaeton METROPOLITAN		1,/0:	,	0	0	2,64	8 1	7	0	
Hardtop Convertible		498 516		0	0	74		7	0	
M.G. A Hardtop		663		0	0	99	5 1	7	0	
Magnette MORGAN		714		ő	Ö	1,07		7	0	
4/4 Series II Competition		498	1	0	0	74		7	0	
Plus 4 (TR) 2-seater Convertible		645	1	0	0	1,04	0 1	7	0	
2-seater (Vanguard) Convertible		641		0	0	96	2 7	7	0	
MORRIS Minor 1000 2-door		416		0	0	62			0	
2-door de luxe 4-door 4-door de luxe		433 441 462		000	000	65 66 69	2 17	7	0	
Minor tourer Minor tourer de luxe		416		00	0	62	1		0	
Minor Traveller Minor Traveller de luxi		471 488	-	0	0	706	12		0	
Cowley Oxford III		555	1	0	00	834	1.12		0	
Oxford Traveller		665		0	0	999	17	1	0	1
Isis II (automatic)		607 712		0	0	911	7	1	0	1
Isis II de luxe Isis Traveller		650 725		0	0	1,089			0	1
Rambler Custom Rambler Custom S.W.	1	.350 .440		0	0	2,026 2,161	7			1
Ambassador Vee-8 Custom		,700		0	0	2,551	7	-		
Custom S.W.	l.	.795		0	0	2,693	17	-		١
88 Super 88	A.	965 260	000)	000	2,731	17	000)	١.
PACKARD	1,	680		,		2,521	7	0		ı
Station Wagon Hawk Hardtop	1.	745	0		00	2,623	17	000)	1
PANHARD Dyna Grand Standing		702	8	3	8	1,055	0	0	1	
Convertible PEERLESS		032			8	1,550		0		
G T. 2-litre PEUGEOT 203		998	9		0	952	7	2		-
403 403 station wagon		796 865	2	1	1 1	1,195	11	50		1
					. 1	2 570	7	0		
Savoy Vee-8 Belvedere Convertible Savoy Suburban	1.	790	000	1	0 [2,578 2,686 2,773 2,971	17	000		
PONTIAC Chieftain Catalina		980	0			2,971	7	0		-
Bonneville Custom	2,	300	000	()	3,461	7	000		
Bonneville Custom Super Chief Catalina Star Chief Catalina PORSCHE	2,	150	0			3,061	7	0		1
Hardtop (detachable)	1,4	300 450	00	-		1,996 2,176 2,236	7	00		
Cabriolet (detachable) 356A/1500 fixed head	8,4	190	0	0	13	1,236	7	0		-

	4						-	-
PORSCHE (cont.). Hardtop Carrera Cabriolet Carrera	2,20	20	0 0	000	3,3	31	5 7 7	000
PRINCESS IV IV IV Imousine L.W.B. L.W.B. limousine RENAULT	2,25 2,36 2,15	, u	U	0000	3,37	76	7777	000
L.W.B. limousine RENAULT 750 Dauphine	2,15 43 53	17	0 0 0	0 0 0	65	66	17 7	0 0 0
(Ferlec clutch) Frégate de luxe Domaine estate car	55 89 89	5	10	000	83 1,34 1,34	14	12 2	000
Grand Pavois Trans- fluide RILEY	1,02	7 1	10	0	1,54	12	12	0
One-point-five Two-point-six (automatic)	57 94 1,04	0	0	000	86 1,41 1,56		17	000
ROLLS-ROYCE Silver Cloud	3,79	5	0	0	5,69	3	17	0 0
Freestone and Webb Hooper H. J. Mulliner	4,59 5,28 5,08 5,55	5	0	0000	6,89 7,92 7,62 8,32	8	7 7 7	0000
James Young Silver Wraith	5,01		0	0	7,51	7	7	0
Freestone and Webb fimousine Freestone and Webb 7	5,63	В	0	0	8,45	8	7	0
passenger limousine Purk Ward Park Ward 7-passenger	5,75	5			8,62	3 1	7	0
H. J. Mulliner	5,08	5	0	0	8,700 8,430	8 1	7	0
Hooper limousine Hooper 7-passenger James Young ROYER	5,580 5,805 5,680	5 1	0 1	0 [8,37 8,70 8,52	3 1	7 7 7	0 0
60 75	883 963	1 (0	1,325	1	7	0
90 1055	1,088	3 (0 (0	1,499	1	7	0
105R 105R de luxe	1,124	. (0 (0	1,733	1	7	0
Land-Rover 88 Diesel	630 730	1 () (730	3	0	0
S.W.B. Estate car S.W.B. Diesel	750 805	. (0 0	i	1,058	1 1	7	0
L.W.8. SIMCA ARONDE 1300 Elysée	815) (- 1				0
Montlhéry Grande Large (Flash)	592 616 665 1 692	0	0 0		925 998 1,039	1	7 7 7 7 7 7	0000
Grande Large (Special SIMCA VEDETTE Beaulieu	965			î	1,449			0
SINGER Gazelle	598			1	898			0
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1201 estate car 450 convertible	695 725		0	1	,043	17	7	0
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Vanguard III (automatic)	675 790	0	0	1 1	,013	17	1	0
Sportsman STUDEBAKER	765 820	0		1	,148	7		0
Scotsman 2-door Estate car Commander 2-door	1,130 1,240 1,400	000	0	11	,696 ,861 ,101 ,236	7 7 7	1	0
President 2-door	1,490	0	0	2	,236	7	()
Convertible TRIUMPH TR3	695 735 699	000		1.	103	17)
Hardtop TURNER	734	Ö	o	1	102	7	-	
A.35 Sports UNICAR	575	0	0		552	17	()
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Velox III Cresta II VOLKSWAGEN	715	0		1	073	17	0	
Standard saloon De luxe	435 505	0	0		653 758	17	0	
Karmann-Ghia coupé WOLSELEY	682 822	10	0	11.	025 235	2	0)
1500 Fifteen-fifty Six-ninety ffi (automatic)	530 660 850 955	0000	0000	1,	796 991 276 433	777	0000	
,		-	-	- 25			-	





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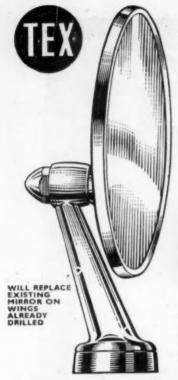
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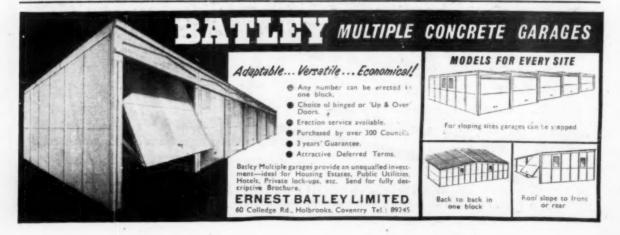
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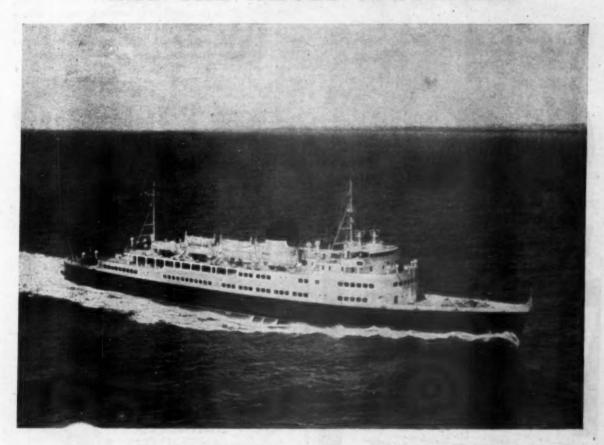
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fog and pass ramps, wing mirrors, in executent constitution; 2475.

1952 2-litre sation, birch grey exterior with red upholstery, fitted with radio, heater, screen-washers and wing mirrors, fog and pass lamps, execitent conditions of the state of the s

1950 A.C. sports saloon, 2-door, excallent appear-nce; £500.—Churston, Devon 81211. [3683 1949-52 A.C. 2-litre saloons, choice of 4, radio, heaters, etc., choice of colours; from £345; MAIDSTONE ENGINEERING Co., Smethurst St., Pendieton, Manchester 6. Pendieton 3457.

AZ MOTORS offer 1950 2-litre saloon, smooth ride; sacrifice £395!—Palm N.W.6. Mai. 4723.

J. H. BARTLETT.—A.C. Aceca, first registered Jan. 1957, 14,000 miles only, superb condition; £1,175.—27, Pembridge Villas, W.11. Bayswater 0523. [C1013 A.C. Ace, never raced or rallied, maintained by factory since new, special close ratio gear box, radio and heater, etc., private sale; £1,125.—Box 4963.

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Buckland touer, all in excellent condition; from
£495.—Gatchouse Motors, Ltd., Highpate Village,
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34.5 Encher, 1937. etc., Ltd., Highpate Village,
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24.5 Encher, 1937. etc., Southern 1937. etc., 1937. et

272. 2. 2-litre sports saloon. April 1951, finished in pastel A. C. 2-litre sports saloon. April 1951, finished in pastel tractive appearance, fitted with wing mirrors, spot lights, etc., originally supplied to a director of a large company, this vehicle has had only one subsequent owner, and office of the saloon of the sa

N.W.10. Dollis H.II 7485.

2 LITRE saloon maintained in such beautiful condition that it is difficult to believe that it is not a measurement of the condition of the condition

SEE SPECIAL FEATURES IN THIS ISSUE

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SALES & WANTS

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A.C. PETITE
1957 350cc A.C. Petite, self-staone owner, low milesage, &
changes,—Claude Rye, Ltd., 895-9
S.W.6. Renown 6174, Petite, self-starter, low mileage; £325/10 e. Ltd., 895-921, F

WANTED, A.C. Acces, apot cash.—Elliott, 6, Avenue, Middlesbrough. Tel. 89626. ROWLAND SMITH'S the A.C. buyers; hig prices.—Hampstead High St., N.W.3. High

XXX Exce WANTED, 1957/9 2-litre sports, condition, very good price pi 229, West End Lane, N.W.6. Hamp

POR good used A.C. saloons and Burels is sed repairs and spares, contact.—Flet 52. Beckenham Rd., Beckenham, Ken., 7744.

KNIGHTSBRIDGE OBET: 1957 (July) Alfa-Romeo Giulietta Sprint, finished red, fitted Veloce pattern floor gear change, Michelin X tyres, one owner, 11,000 miles only, licensed; £2,185.—1, Roberts Mews, Lowndon, Flace, Loudon, S w1 steams 4066

1957 Alfa-Romeo 1300 Giulietta Sprint, nominal milesge, fully guaranteed, Alfa red; £2,100.

Below.

1958 Series Alfa-Romeo Spyder Veloce Parina
body. fitted Italian hardtop, nominal mileage, exceptional performance: 22.695.

COUNTY CARS, Ltd., 50, Oldham Rd., New Cross,
Manchester, 4. Central 8257.

[1969]

Manchester, 4. Central 9257.

J. H. BaRTLETT.—Afta-Romeo 1957 Giulietta 8

J. 1,975; Alfa-Romeo 2.3 2-seater, choice of 2975 and 2795; Alfa-Romeo 2.5 saloan, 2575.—27, pringe Villas, W.I.I. Bayawater 0523.

A LPA-ROMEO Giulietta Sprint fixed head coupe, 1956 model, fitted H.M. V. radio with and rear speakers, heater, acreen washers, rablind, etc., colour red, taxed for 1958, in superst dition throughout, an opportunity to own one capproximately 25,300; offered at 21,725.—R. H. & & Co., Ltd., 42, Ensy Row, Birmingham, 1. M. 2317.

J. H. BARTLETF require Alfa-Romeo Giulietta 27.
Pembridge Villas, W.11. [W1013

THOMSON & TAYLOR (BROOKLANDS) and service for all Alfa-Romee cars. Rd., Cobham 2848-9.

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ALLARD PI saloon, immaculate condition through-1949 drop head coupe; £265.

1952 Allard saloon, 1628, Lincoln Rd., Peter

AND SERVICE USED CARS FOR SALE AND WANTED-SPARES

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hampstead High St., N.W.S. Ham. [W4018/R RICHARDS & CARR, Ltd., still the best Anard buyers. -35. Kinnerton St., S.W.1. Belgravia (W3045 A DLARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—3, Keswick Rd., S.W.15. [0148/R]

GATEHOUSE offer:-

1950 Alvis 14 2-seater sports, immaculate, red: 1951 3-litre 1952 conversion saloon; £625,

1948 Alvis TA drop head coupes, choice of 2; £450. 1952 (Sept.) Alvis 3-litre saloon; £645.

1938 Alvis 12/70 tourer, green; £235.

1938 Aivis 4.5 Charlesworth saloon, immaculate, specimen in London; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4344. (C2021 ERIC HAYES, Ltd., offer:—

1952 Alvis 5-litre saloon, blue, red interior, loose plete history, superb car; £665.

1952 Alvis 5-litre Tickford foursome coupe, grey with red hood and interior, radio, heater, radiator blind. Ace Rimbellishers, special hand-control shock absorbers; £625.

shock absorbers, £625.

1948 Alvis 14 sports saloon, one owner, complete
history: £395.—13, Bishop's Bridge Rd., W.2
(C2035

RODNEY HOWARD & Co., Ltd., offer:

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A LVIS Speed 20 '54 Charlesworth saloon, excellent condition, superb performance; £145.—Box 4878, [367]

1948 Alvis d/h coupe, a specialist car, bargain;
High St., W.14. Western 2312. [C4019

395gns.—Alvis 14, 1949, drop head coupe, excellent condition written guarantee; choice of 6 Alvis 14s; terms, exchanges.—Rowand Smith, below.
445gns.—Alvis 14, October 1950, TB streamlined 45 gns.—Alvis 14, October 1950, TB streamlined years, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Alvis 5-litre TC21, 2-tone blue, radio, heater, from new except, cond.; three month's guarantee.

Free ERMAN, Ld., Grosvenor Garage, Burnage Lane, Levenshuime, Manchester, 19. Rusboume [211]

1939 Alvis 4.3-litre foursome drop head coupe, black, red interior and hood, unique opportunity to acquire beautifully made car in excellent

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

1937 Alvis 4.5, superb four-seater tourer, alugenuine 50,000, excellent condition; £315,—Mrs. Eyre. Montfort House, Chigwell Row, Essex.

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Pemberfon douse. East Harding St., E.U.S. 1974.

1952. 3 Aivis 21/90 Sportsman's saloon, this car is in easily immaculate condition through the court of the control of the court of the co

GATEHOUSE MOTORS pay cash for good used Alvis
4444. (Cars.—Highgate Village, London, N.6. Mountyiew W2021

GOOD Aivis required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden W.000

XXX Excellent cash price offered for good Alvis.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ROWLAND SMITH'S, the Alvis buyers, highest cash prices.—Hampstead High St., N.W.3. Ham [W4018 R GREY Lady, low mileage, T.C. 21/100,—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park [W1046]

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Burnage Lane. Mancheter. S. Rub. 2014-5 1003-101.

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1956 Oldsmobile Super 88 convertible, red and grey, red upholstery, power-operated hood, power steering heater and the standard standard

1956 Buick Special, black and white, automatic 1956 transmission, radio and heater.
1956 Ford VS Parliane Sunliner convertible, black with ted and white leather upholstery and white power-operated hood, power steering and power brakes, radio and heater, and many other extras.
1955 Fortiac Chieftain, duo-green, heater, wind-gents for Chevrolet and American Fords.

OLE U.K. distributors for Oldsmobile,

LEX Forty Ave., Wembley, Middlesex. Tel. [3957]

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1957 Onewoles, r. & h., all extras.

1952 Dodge Meadowbrook, heater and overdrive, colour pale blue, one owner.
1951 Oldsmobile convertible, r. & h., colour white with black top, heater, fluid drive.

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Z MOTORS offer 1951 Ford Customs, wonderful condition, leopard covers, real bargain; £4251 so 1952 Ford Meteor; £4751—Palmerston Rd., N.W.6. al. 4723. A Z MOTORS

Mai. 4725.

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1955, right-hand-drive 6.
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stead 6031. [C4018 C302] the Cash of the Cash of Cash

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require good used American cars of all makes.
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A RMSTRONG SIDDELEY specialists for new or used Armstrong Siddeley sales and service.

1956 (Agustian Cornellor) (DICKS.

1951 Armstrong Lancaster saloon, pre-selector, well maintained: 2395.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.G., Tel. Gladstone 7175.

H. C. PAUL, Ltd.

H. C. Follo, and red. 1956 Armstrong Siddeley 234, black and red. overdrive, heater, spare unused; £965, -32, Bruton Place, Berkeley Square, W.1. Mayfair 0821.2, (CS040

TACK SMITH offers:-

1956 Armstrong Sapphire automatic saloon, grey/ distinguishable new; £1,125,—25, Bruton Place, Berke-ley Sq., London, W.I. Mayfair 0661.

1954 Armstrong Sapphire, twin carbs, electric box, radio heater, taxed, one owner, small mileage.

R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47,
Sloane St., S.W.I. Sloane 9288. [C3060 H. BEART & Co., Ltd., offer:

1955 Armstrong Siddeley Sapphire saloon, finished in green with green upholstery, fitted radio heater, synchromesh gear box; £695,—102, London Rd., and High St., Kingston-on-Thames. Kingston-546.

SWANMORE GARAGE, Ltd., offer:-

1954 Sapphire 346, radio and heater, deep blue cather, low mileage, exemplary condition; 2752.—1767.1180, Christchurch Rd. Bosombe East. Southbourne 43544. [C4024 CENTRAL GARAGE (CROYDON), Ltd.

1956 Armstrong Siddeley 254 saloon, dual tone grey. fitted with overdrive and radio, show-room condition; 2950.—Central Garage (Croydon), Ltd., Fell Rd., Croydon 7464. JAMES TAYLOR AUTOMOBILES offer:-

1954 model Armstrong Sapphire one-owner 4-door saloon, radio and heater, black/hide interior, Michelin X tyres; £6195, Findon Rd., Worthing, Sussex. Findon 3022. [C4027]

CHARLES FOLLETT Ltd., officially appointed Armstrong Stddeley retailers offer:—
1955 Armstrong Siddeley automatic gearbox saloon; green, green leather, radio, one owner, 6 months' guarantee, value at £1.028
SHOWROOMS: 18. Berkeley St., London, W.I.
SERVICE: Works and Stores, Barnsdale Yard, off CE2010
Eigin Ave., W.9. Cunningham 5936. (C2010

Eigin Ave., W.9. Cunningnam 9986. [C2010]
1955 Armstrong Rapphire automatic, radio, heater, 2000 miles dua black/grey: 2925. CIRCUS GRAM. Edua black/grey: 2007. CIRCUS GRAM. Blampstead, 6676-7779. [C4016. London, N.W.S. Hampstead 6676-7779. [C4016. CIRCUS GRAM. Edua black grampstead 6676-7779. [C4016. CIRCUS GRAMPSTEAD GRAMPSTEAD

ARMSTRONG SIDDELEY

&

PASS & JOYCE, the Armstrong Siddeley people, offer miscellaneous selection of used Armstrong Siddeley

Sapphires.

All these cars have been carefully inspected by our 4 months' guarantee.

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1954 Armstrong Sapphire saloon, preselector, on owner, black and grey with blue interior

1954 Armstrong Sapphire saloon, synchromesh, lack with brown interior; £695. Sapphire saloon, synchromesh, Sapphire saloon, synchromesh, one owner, grey with red interior;

1955 Armstrong Sapphire saloon, automatic, one physics owner, blue with blue interior; £965.

PASS & JOYCE, 184, Great Portland St., W.1. Please ask for Mr. Draper. Museum 1001.

WELBECK MOTORS, official retailers for the Armstrong Siddeley Motor Co., offer:—

1956 Sapphire 236, plain synchromesh gear box, mileage 17,000, dark green with green interior. £925; another similar car in black, milease only 6,000 with manumatic, overdrive and radio at £995; both these cars are as new.

WELBECK MOTORS, Ltd., 109, Crawford St., Welbeck Motorors, London, W. I (near Baker St. Station). Welbeck 1139.

TOM GARNER, Ltd., offer: 1955 Armstrong Siddeley Sapphire 346 saloon, pre-sel, grey; E855. TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. [C2020

1950 (July) Armstrong drop head foursome coupe heater, one owner; £345.—Leatherhead 2271 (0000

1950 July) Armstrong drop head foursome coupe, heater, one owner; £345.—Leatherhead 2271.

1952 Armstrong Whitley, 2-tone, 30,000 miles only, heater, etc. £358.

1954 order; £675.

1954 order; £675.

1954 Armstrong Bapphire, r. and h., excellent order; £675.

1954 Armstrong Siddeley Sapphire saloon, synchrology, new mesh transmission, finished duo-grey/green. Each order; £675.

1954 Armstrong Siddeley Sapphire saloon, synchrology, new mesh transmission, finished duo-grey/green. Each order; £676.

1955 Armstrong Siddeley Sapphire, £676.

1955 Armstrong Sapphire, automatic gear box, did and the saloon of the salo

DROP head, 1947, most exceptional order, attractive demonstration any time at \$315; written guaranteed demonstration and time at \$315; written guaranteed demonstration and time at \$315; written at \$

1956 (September) Armstrong Siddeley 234 saloon, 9,000 miles only, overdrive, radio, etc. excellent order, written guarantee: 2945.—Clayton's Cart (London), Ltd., 17, Bruton Place, London, W.I., Byde 9184.

1950 9,000 miles only, overdrive, radio, etc., excellent order, written guarantee; 2945.—Clayton's Cars (London), Ltd., 17. Brutan Place, London, W.I. (2056) 1954.
1954. Armstrong Sapphøre, radio, heater, authence milesage 20,000 miles, regularly serviced by makers, magnificent condition, one owner; 2659.—Sidney Marcus, Ltd., 33, Sioane St., S.W.I. Tel. Belgravia 3721. rmstrong Siddeley Sapphire alloon. 2006.
1954. owner, and in immaculate condition throughout, colour black blue with red leather upholstery, preselectric gear box, radio and heater; 2675.—Peerless Motors, Ltd., Bath Rd., Slough 25121.
1052. Sens.—Armstrong Siddeley, 1950. Hurricane drop lent condition; choice of 5; written guarantee; crms. exchanges; list, of the condition of the condition; choice of 5; written guarantee; crms. exchanges; list, hampstend Hampstead Tube, Hampstead 6041.

Rowland Smith, Hampsteau (Hampsteau Change) (2018) tested 6041.

1955 Armstrong Siddeley Sapphire, dark green interior, fully automatic transmission, twin carbs and power steering, radio and heater, exceptional condition throughout: £950.—God-frey Davis, Ltd., Neasden Lane, N.W.10. Giadstone (22180)

AZ MOTORS.—1953 Sapphire Preselectric, radio heater, 2-colour, one owner, bargain offer, £995; also 1950 Lancaster saloon, superb original conditions, 2565; Also 1952 Whitely 2-colour saloon, wonderful condition; bargain offer £395!—Palmerston Rd., N.W.6. Mal. 4723.

condition; pargain oner g.395 —Paimerston Rd., N.W.6.
Mai. 4725
Sapphire limousine, immaculately finished in
rear, preselector gears, radio built-in, fully air conditioned, full width occasionals this very exceptional
motor car has had one private owner since his conmotor car has had one private owner since his life,
head the second of the second control of the second of the second in
a second interior with its walnut panelling still has
that "brand new" look, mechanically the car is just
hat "brand new" look, mechanically the car is just
as magnificent as it looks, it will stand up to the most
exacting examination and we can confidently guarantee
the car in writing for a period of six months at £1.695.
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Leighton Buzzard 2041; open until 8 p.m. Terms
exchanges.

ARMSTRONG SIDDELEY

1955 Sapphire 346 automatic saloon, one owner, clayton's Cars (London), Ltd., 17. Bruton Place, London, W.1. Hyde 9184.

Armstrong Siddeley Cars Wanted

ALPE & SAUNDERS LITD. require and \$46 or lishp Limousines in above average condition.

A S Ltd. Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. (WIOOS Rows of the August 1941. (WIOOS Rows of the August 1941.) (WIOOS Rows of the August 1941.)

XXX Excellent cash price offered for good Armstrong-Siddeley.—H. P. Edwards, 28-34 Upper High St. Epsom, Surrey. Epsom 5611. [W2001 A LMOST new Armstrong required immediately.—
A Morley, 76, Cambridge Road, Kingston, Kingston, [W5016/R] ARCOT. Siddeley Spares and Service

KENSINGTON 7301, 7321.

RMSTRONO SIDDELEY specialists: every kind of overhaul or repair, 42-hour exchange engine, gear all models, ranges pre/post war, work guaranteed; trade, retail.—Arcot Engineering Ltd., 169, Fulham Rd., Chelsea, S.W.5.

Dissipation of the control o

BROOKLANDS OF BOND ST. CONCESSIONAIRES for London, S, & E, England.

1955 3-litre saloon; choice of 3.

NEW Mark III saloon and drop head coupe for early 103. New Bond St., London, W.1.Mayfair 8551 [Cl029

CHARLES FOLLETT Ltd., offer:-

1955 Aston Martin DB2-4 5-litre drop head coupe, grey, one owner, genuine 10,000 miles only. SHOWROOMS: 18, Berkeley St., London, W.L. Maydalf 6266.
SERVICE: Works and Stores, Barnsdale Yard, off Eigin Ave., W.9. Cunningham 5956. [C2010]

1955 model Aston Martin 3-litre, 14,000 miles, one owner, as new £1,755. X tyres, Alfin 1954 DB2-4, low midding condition throughout; £1,495.—Kingston By-Pass, Tolworth. Elmbridge 2254.

CHIPSTEAD MOTORS, Ltd , Aston Martin specialists

DB2-4 corded mileage 22,000 only, most attractive coachwork in black and silver with red waist and red leather, Alfin brakes, dual pass lamps, heavenew shahers, radiator blind, etc., showroom coi

DB2-4 (April 1954) Vantage engine. Aifin brakes, radio, heater, screen washers, dual passalamps, etc., finished in light blue and black with red leather, extremely well maintained specimen.
DROP head DB2 Vantage engine, Alfin brakes, radio, heater, pass lamps, etc., fitted new hood and recellulosed in blue.—142, Holland Park Ave., W.11 (C1048)

Park 3445-6. [C1046]
ROSE & YOUNG. Ltd., offer Aston Martin DBSS.
1956, 2.000 miles only, an immaculate specimen,
when new cost nearly £4,000, now offered at £1,725,—
65-69, Sternhold Ave. Streatham Hill, Sx. 2 (1 min.
Streatham Hill Station). Tulse Hill 6464. [C3057]

J. H. BARTLETT urgently require Aston Martin DB 2 and DB.2/4,—27. Pembridge Villas, W.11. [W1015] 3-LITRE, low mileage.—Chipstead Motors, Ltd., 142. Holland Park Ave., W.11. Park 3445/6. [W1046 ROWLAND SMITH'S, the Aston Martin buyers, highest cash prices,—Hampstead High St., N.W.3 [W4016/R

Ham 6041. 1955 3-litre DB 2-4, low mileage, urgently required.—H.W. Motors, Ltd., New Zealand Avc., Walton-on-Thames. Tel. Walton 2404/5/67, [590]

WARWICK WRIGHT, Ltd., offer:-

1956 Austin A30 2-door saloon, black, red uphel-1956 stery 9,000 miles; £495. WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd. London, N.W.S Cunningham 6050 (C4045

A LLAN TAYLOR MOTORS. Ltd., offer:-

GUY BALMON AUTOMOBILES offer:-

1956 Austin A50 Countryman, 15,000 miles, one owner, faultlessly kept; £455.
1956 Austin A50 4-door de luxe saloon, heater; 2465.—Portamouth Rd., Thames Ditton (C4001)

NAYLOR & ROOT, Ltd. (Established) 1920.

55 Austin A30 4-door, grey/red upholatery, seat CLAPHAM Junction, S.W.11 Battersea 2452.

1954 Austin A30, heater, immaculate: £425. SCOTT CARS. 341-347, Pinchley Rd., Hampstead.

1954 A50, one owner, 11.000 m JOHN CAMPBELL MOTORS, Ltd., 415, Hollowsy, Bd., N.7. North 4441/6666.

1956 Austin A30 4-door saloon, green, heater, one owner; £465.

1956 Austin A30 2-door saloon, gree, heater, one owner; £440.—Vandervell Bross, Ltd., 215, Haverstock Hill, N.W.5, &w. 4441.—(C4067)

1956 (October) Austin A50, 4-door, duo-lose, greenine 9,700 only; superlative.

R PCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 25928-5-4. (C3056)

1955 (Cot.) Austin A30 Countryman colour County Market County Market County Market County Market County County Market County Market County County County County County County County County County Country County Co

1955 (Oct.) A3y 2-door saloon, excellent condition; £450.—Kingston 9518.

1956 A30, 4-door saloon, supera condition; £475.—
Robbins, East Putney in 7881. [C3010 1955 Austin A30 saloon, dark green, fawn uphol-tick the condition and the condition a

1954 (November), grey, 4-door, heater, low mile-age, one owner; £400, o.n.o.—Western 1558 1953 A50 4 moor de tuxe satoon, one owner; &385, Barnes, 515, Finchiev Nd. N.W.5. Hamp-(C1142

1956 Austin A50, 2-door, one owner; £460.—E. L. Mendel, Ltd., 297, Finchley Rd., N.W.3. (C3101

1956 Austin A30 Countryman, only 7,000 miles; St., Farnham Motor Co., Ltd., Downey St., Farnham. Tel. 4875-4.

1956 Austin A30 Saison, 2-door, one owner, £490.
London, N.W.I. Speedwell 601.
1956 Austin A30 Countryman heater, fog lamp, George St., W.I. Welbeck 8636.

1955 Austin A50s, choice of 6 from £42!
purchase and part exchanges welce
Heapert & Mills, Church Rd., Ashford, Middx.

2960. Austin A50, heater, screen mahers, mirrors, immaculate condition, one of £425.—Kirkdaie Cars, Kiradaie, sydenham, 83 ordenham 6129. A 5 ordenham 6129.

ROWLAND SMITH'S, the A30 buyers, highest prices.—Hampstead High St., N.W.3 Ham.

XXX Excellent cash price offered for great Austin A30.—H. F. Edwards, 154, Great Titchfield St., London, W.I. Langham 0012. [W2001

AUSTIN A35

DENHAM'S. AUSTIN. .

ALWAYS a selection of new and good used cars available.

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[C1100] CAR MART, Ltd.

OLE London Austin Distributors.

56-7 Austin A35 2-door saloons; a selection from the selection from th

£499—1957 A55 2-door asloon, one owner, immaculate, comprehensive guarantee.

180—184, Kensington High St., W.S. Wes. 7181, H. A. SAUNDERS, Ltd., offer:—

H. A. SAUNDERS, Ltd.. offer:—

1957 Austin A55 2-door saloon, blue blue upholytery, recorded mileage 7.858; £530,

1957 Austin A55 2-door saloon, tweed grey, re1957 Austin A55 2-door saloon, tweed grey, re1957 Austin A55 2-door saloon, tweed grey, re1957 Austin A55 2-door saloon, tweed grey, re1958 Austin A55 Coder of the saloon, tweed grey, re1958 Austin A55 Coder of the saloon of

Northampton. Tel. 985.

A35 grey/red; £559; h.p. arranged —Evenin

Hin Rd. Purley.

1957 Austin A35 salson, low mileage immaculate dependent of the purley.

1957 Austin A35 salson, low mileage immaculate dependent of the purley of the pu

AUSTIN A35

1957 model Austin A35 saloon, grey, red upholstery, heater, one owner, unmarked, low maeage; 2545 or terms.—Hillwood Motors, falli Hill (London) 4232.

1957 Austin A55 2-door de luxe saloon, speech low mileage, one owner perfect condition through-lite; 258, M. 17.

1958 ham. 3414. 138-142, High St., Tooting, S. W. 17.

1958 ham. 3414. (Citied St.) 19

CROPTON GARAGES, Ltd.

1947 Austin 10, one owner from new, sliding roof, reconditioned engine, new tyres; £285,—132. Whitechapel Rd., Bishopsgate 5393.

H. A SAUNDERS, Golders Green, for your new or used Justin.—Speedwell 0011. [C4004

1946 terror, £325.—windowers, Ltd. The Byde. Colindae 4031.

165gns.—Austin 10, October 1939, tourer, leather, leather, lew hood, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

OHN HINE CARS, Ltd., offer:

1950 (Nov.) A40 4-door saloon, heater, radio, sun-example of this popular motor ear; £395.—1, Central Parade, St. Marks Hill, Surbiton 8556. [3956] H. A. SAUNDERS, Ltd., offer:

1955 Austin A40 saloon, black, red uphoistery; re-1955 corried inlease 22,057; heater; £575. H. A. SAUNDERS, Ltd., 536-642, High Rd., North Finchley, N.12. Hillside £572 (8 lines). [C4092

SIMPSON'S MOTCRS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx, Tel. Wembley 4422. [C4015 SWANMORE GARAGE, Ltd., offer:—

1954 Austin A40 Somerset convertible in Pacition only 2.576 miles since engine was rully recondition superlative condition throughout: £475.—11.6-118 (Christch.ve. h. Rd., Boscombe East. Southboar. OLINDALE SERVICE STATION offers:--

1956 Austin A40 Cambridge, heater, immacul throughout, low mileage; £585.—155-1 Edgware Rd., N.W.9. Colindale 6122. [CI. 1953 Austin A40 de luxe saloon, beige; £445.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. (C2045 D. J. SHEPHERD & Co. (ENPIELD), Ltd., offer:—

1953 Austin A40 Somerset saloon, good condition; 436. Hertford Rd. Enfaid. Howard 1631. [C4009] H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011.

1952 Austin A40 Sports, heater, outstanding con-1952 dittor; £425, beater, outstanding con-1953 Austin A40 Somerset, unmarked coachwork and interior, engine reconditioned; £485.— Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham [C2088]

1954 Austin A40 Somerset drop head, leather, 1954 heater, in really outstanding condition, £495. SCOTT CARS, 341-547, Pinchley Rd., Hampstead, London, N W 5 Hampstead 8676,7779. [C4016 BOGNOR STATION GARAGE. 1955-6 A40 Country-man; £475. 20. Longford Rd., Bognor 2102. [C1160

1952 A40 Somerset saloon, radio, good condition, left hand drive; £350,—write Box 4942. A40 Sports, 1953, 30,000 miles; £465; first-class condition.—Prentice, 35, Addison Ave., W.11.

1953 Austin A40 saloon, one owner, good order. Nampstead 2221

1954 — Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]
1951 Austin A40 Devon saloon, black, taxed, exceptional condition: £375.—348, King St., Hammersmith, W.6. Riv. 2637. [C3130]

Hammersmith, W.6. Riv. 2837.

£485 !!! 1984 series Austin A40 Somerset saloon. one owner, heater, sun roof, as bright as a new penny.—Jennings, Richmond 2588. (C3105 1955 Austin A40 Cambridge saloon, black, excellent Ltd. Temple Bar 353.

£485 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1985 | 1

1952 A40 Somerset, new engine a thousand miles Loose covers, one owner, excellent condition: £410.—7, East Walk, Reigate, 2137. (3759

1956 A40 Cambridge, heater, taxed; £570.—E. L. Bpeedwell 9891. (C3101

1953 Austin A40 Somerset saloon de luxe model, very well kept throughout: FAST one owner and very well kept throughout: FAST or CRICKLEWOOD Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234, Open week-days 8 s.m. to 6 p.m.

AUSTIN A40
\$4465 --1953 Austin A40 aaloon de luxe, one owner, etc. -Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden Ol61. (C1167/1
1956 Austin A40 Cambridge atandard saloon, one owner; \$257; -Austin House, Highfield, Golders Green, London, N.W.11. Specdwell Ool1 (24004)

1951 Austin A40 Devon, excellent conditions throughout, heater, low mileage; £550.—E. S. Sidey, R.A.F. Element, H.Q. A.A.F.C.E., B.F.P.O.6.

1955 A40 Cambridge saloon, heater, guaran £545; terms; exchanges.—Palmers, 5, sell Garden Mews, Kensington, W.14. Park 9704

£385.—1950 (late) Austin A40 saloon, heater beautifully maintained.—Arnotts Garage Ltd., Grange Rd., Wilesden Green, N.W.10. Wilesden Green, N.W.10. den 0161.
1952 A40. sports green, heater, one owner, excel-lent condition, taxed year end; £450 o.n.o.— Valentine, Fetwood, Coddington, Newark, Notts. Tet. Newark 2331.

Valentine, Petwoou, Common Petwoou, Carl Impactable Valentine, Petwoou, Carl Impactable Valentine, Valentine,

(C405)

1956 (Oct.) 1955 Austin A40 Cambridge aaloon rors, anti-thief device, etc.; offered at £515.—Poland Street Garage, 51, Poland St., London, W. I. Ger, 9010.

1956 Austin A40 Cambridge saloon, tweed grey, one owner, very clean throughout, 3 months guarantee; £395.—Trinity Cars Ltd., 94, North Side, Wandsworth Common. S. W. 18. Vandyke 1166.

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On Pages 142 - 153

and Pages 154 - 155

£465 -1953 Austin A40 saloon de luxe, one ow heater, etc. £385, 1950 (late) Austin saloon, heater, in immaculate condition—Arm Garages, Ltd., Grange Rd., Willesden Green, N.W. Garages, Ltd., Willesden 0161.

ROWLAND SMITH'S, the A40 buyers: highest cash prices—Hampstead High St., N.W.5. Ham [W4018-R

XXX Excellent cash price offered for good Austin A40.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. CAR MART, Ltd. AUSTIN A50

Solle London Austin Distributors.

'55-6-7 Austin A50 Cambridge saloons; a selection from £585, with 6 months' guarantee. CAR MART. Ltd., Cloucester House, 150, Park Lane, CW1 (Corner of Piccadilly) Grosvenor 5454. [Cl059]

H A. SAUNDERS, Ltd., offer:—

1957 Austín A50 de luxe saloon, black, red up-plastic roof liming, £645., 836-842, High Rd. North H. A. SAUNDERS, Ltd., 836-842, High Rd. North Pinchey, N.12. Hiliside 5272 (8 lines). [C4092 1955 Austin A50 saloon; £495.

1955 (Oct.) A50 de luxe saloon, new tained; £565.—Hillingdon Motors, Western Ave

1733 Michelin X. many extras, beautifully maintained; £565. —Hillingdon Motors, Western Ave. Tel. Uxbridge \$598.

1956 standing example: £585, written guarantee; terms, exchanges.—H. P. Edward, 28-54, Upp. (C2001) 1955 Austin A50 de luxe salcon, pale blue, ma ciliance by one owner: £585; exchanges; terms.—Bray Motors. 190-184, West End Lane, N.W.6. Hampte'end 6490.

TANKARD & SMITH, Ltd. ofter 1955 Austin A50 de lux for the condition of the con

Austin A58 Gars Wanted

Excellent cash price offered for good
Austin A50.—H. F. Edwards, 28-54, Upper
High St., Epsom, Surrey. Epsom 5611. [W2001 CAR MART, Ltd. Epsom 56

SOLE London Austin Distributors.

57 Austin A55 Cambridge saloons; a selection from CAR MART, Ltd., Upper Montagu St., W.1. Ambassador 1857. L. F. DOVE, Ltd., offer:-

1957 A55, grey, immaculate; £765.44, Kingston H. A. SAUNDERS, Ltd., offer:

1957 Austin A55 de luxe saloon, black, chestnut upholstery, recorded mileage 7,387, heater:

1957 Austin A55 de luxe saloon, tweed grey, red
and Manumatic clutch; £815.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North
Pinchley, N.12, Hillside 5272 (8 lines),
B. J. HUNKER, Ltd., Austin agents, oner;

1958 Austin A55 saloon, de luxe model, unmarked; Austin A55 saloon, de luxe model, unmarked; A825.

B. M. HUNTER, Ltd., 22, Crickiewood Broadway, C20040
1957 A55 de luxe, amali mileage, as new; £785.

JCK WILLIAMS MOTORS, Ltd., 169, Priory Rd., 169, Priory Rd.,

Austin A55 Cars Wanted

Austin A55 Cars Wanted

Eww A55 required immediately.—

Amoricy, 76, Cambridge Road, Kingston, Kingston, W0016-R

AUSTIN SIXTEEN

AUSTIN SIXTEEN

H. A. SAUNDERS, Golders Green, for your new or
used Austin.—Speedwell 0011.

HEARMSES: brochures available. We are building deck
and bearts on the 16 chassis: inspection invited.

ALPE & SAUNDERS (COACHBULLDERS). Ltd.,
Station Approach, Kew Gardens. Richmond 1031,
1946

A. Shatin Sin, thosic two appendic cash
(CAU)

TWO Austin 16hp, Hire cars, 1950 and 1951, nice
condition, face forward occasional seats; £400
each or near ofter.—Keates, Garage, Bradford-onAvon. Tel. 2257.

245
sins.—Austin 16 1947 de luxe saloon, black, Silddition; terms, exchanges; list; open 9-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Mampstead
Tube). Hampstead (O4).

(C4019

Austin 16 1947 de luxe saloon, black, Silddition; terms, exchanges; list; open 9-7 week-days and
Saturdays.—Rowland Smith, Hampstead (Hampstead
Tube). Hampstead (O4).

(C4018

Tube: Hampstead bows:

Austin Sixteen Cars Wanted

1947-8 Austin 16, in good condition, required.—
Tel. Hounslow 1062 or write A. E.
Cheshire, Ltd., Great West Rd., Hounslow, Middx.
[W1128]

Cheshire, Ltd., Great West Ren., Husansar, (W1128)

AUSTIN EIGHTEEN

1938 Austin 18, specimen condition; £195.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.S., Mountview 5228, (C411)

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011.

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1858 February Saloon, black tan upholistery than the strength of the saloon, black tan upholistery than the saloon of the saloon, black tan upholistery than the saloon of the saloon of the saloon, black tan upholistery than the saloon of the sal

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1956 Austin A90 Westminster saloon, 14,000 miles, condition; £665.—312, Earla Court Rd., London, S.W.5. Fremantle 8401. [C4056

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H. A. SAUNDERS, Goiders Green, as John (24004)
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CIRCUS GARAGE (BRIGHTON), Ltd., 50, Preston Rd., Brighton, Tel. 27045 and 29545. (Cillar 1955 Austin A90 de luxe salcon, black, one owner, every good condition; £59 Great Portland St., URL Langham 5506-7. (A0 salcon, black and brown, one owner, 21,000 miles, excellent condition throughout; £625.—Haskins, Laditoke C5027.

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2254. Open week-days 8 a.m. to 6 p.m. (C2008 1956 Austin A90 Westminster saloon, black-brown, salmons Garagea, Ltd. Temple Bar 5538. (C4029 £399!!-1950 Austin A90 convertible, everything, superb mechanically, choice 5 others. 1897), 100 L AMS OF WOOD GREEN (Established 1897), 100 cars, 5 months written guarantee; exchanges; hire purchase.—421-425, High Ed., Finchley, Pinchley (C2052

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Written guarantee¹ [3806 £419 Austin A90 sports saloon, 1952, one owner arey hide, typical breathtaking performance, an out-standing specimen of the model held by many to be and of the better things to emerge from Longoridge. CRESSCARS Ltd. 156, Hair Rd. E. Finchley Lon-don, N.2. Tudor 2672. don. N.2. Tudor 9272.

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£975 -Austin A95 Westminster saloon with division, heater, reg. September, '57; 6 months' guarantee.

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1,700 £985.—British & Colonial Motors, Ld., 72. St. Martin A Lahe, W.C.2. Temple Bar, 5589, (C1027)

AUSTIN A95

Austin A95

Austin A95

(Westminster), tweed grey/red guick sale, no offers.—Tel. Shoreham-by-Sea 2555, and also are set at tin.—Speedwell coll.

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£1125 -Austin Alos saloon, heater, automatic gear box, reg. June, '57; 6 months' CAR MART, Ltd., Gloucester House, 150. Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. H. A. SAUNDERS, Ltd., offer;-

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1954 Austin Princess saloon, black, chestnut upnadio and twin for lamps, £1.145,
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[Coos.]

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1958 Healey Six, every extra, 6 ports, 700 miles, 1958 Healey Six, 1485 Healey BN1, 1956 red, beautiful example, £725.
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BN2 1956, fitted Mulliner hardtop and foldin nilease 14,900 only, one carriul owner: 2845,-145 folland Park Ave., W.11, Park 5445-6, (Close H. A. SAUNDERS, Golders Green, for your new or used Aurtin-Healey, Speedwell 0011. [C4004 1955 Austin-Realey 100, immaculate, low milears, British racing green, heater, overdrive, with wheels: \$725, hp., 3 months quarantse, exchanges PREMIER MOTORS, 295, Lewisham High \$1, \$8.18, Lee Green 1051. 1954 Austin-Healey, red, new prayed, all letters answered; best calleded. Box 4877.

1955 (November), overdrive, heate terms, exchanges, Richards & Carr, nerton St., S.W.I. Belgravia 3711.

1956 model BN2 Austin-Sealey for sale, metallic blue with dark blue bood hoistery, very good condition, 12,600 miles on include heater, overdrive, for and spot lang sometimes of the sealer of the se

AUSTIN-HEALEY

LETTN-HEALEY, 1955 model, excellent cond
26675, or exchange saloon car.—Tel. Pangt

1955 (May) Austin-Healey 100, radio, heater, raced, 20,000 miles; £695—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184, [C1050

Austin-Healey Cars Wanted

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ALMOST new Austin-Realey required imme Morley, 76, Cambridge Road, Kingston. 1954 model required; good condition; private cash deal.—Cavender, Langley Cottage, Fulmer, Bucks. Fulmer 11.

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OFFER with joint manufacturer retailer guarantee.

£2250 -Bentley R type saloon, radio, heater, sliding head, reg. April, '55.

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1937 Bentley 446-litre razor edge "Top Hat
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Knightsbridge 2464/6974 MANN EGERTON

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1953 Bentley R type saloon, big boot, black, red title and appearance; £1.895.
1954 Bentley R type saloon, big boot, black, red dition and appearance; £1.895.
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1947 SS saloon, green and beige, recent engine
PADDON BROS, Ltd., 60. Cheval Place, South Kensing on, S.W.7. Ken, 9477.
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1950 Bentley Standard Steel saloon, meticulously maintained showpiece, black/brown hide; £1,245.—Great West Rd., Brentford, Middx. [C3504]

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BENTLEY R type, TN. black with brown hide uphol-stery, low mileage, in most excellent order through stery, low mileage, in most excellent order throughout; £2,250.

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WE will purchase any Rolls or Bentley; immediate h.p.p. parf exchanges welcomed; open weekdawuntil seven, Sundavs until 1.—Station Approach Merstham, Surrey. Tel. Merstham 2100. [3890]

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25 Bentley with Hooper saloon body, dual grey with Hooper saloon body, dual miles, exceptionally well kept car in almost new condition; £4,200.

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TELEPHONE Mr. Moules, Wessex Motors, Salisbury 3275 for full information, [C4087]

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1956 Bentley S series saloon, velvet green, tan upholstery, sold new and maintained by us;

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Ruarantee: £2.475.

SHOWROOMS: 18, Berkeley St., London, W.I. Mayfair Side.

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SERVICE: Works and Stores, Barnsdale Yard, off
Elsin Ave., W.9. Cunningham 5936. (C2010
1949 Bentley James Young 4-door saloon, C10
1950 Bentley James Young 4-door saloon, C10
Manchester 4, Tel. Central 9287, Rd., New Closs,
Manchester 4, Tel. Central 9267, Rd., New Closs,
Manchester 4, Tel. Central 967, 779 (2001)
1950 Bentley standard steel saloon, all extras, outCOTT CARS, 541-547 Finchley Rd., Hampstead,
London, N.W.5. Hampstead 86/6/779 (2001)
1956 (March) Bentley S series saloon, dual grey,
CMPLETE history for all above. Official retailers—
Glamorgan Motor Co., Ltd., 25, City Rd., Carding
21541.

21541. 22 (2827)

1953 Bentley TN series, black and silver grey manulate; £2,275.—Bridge Clock Motors, Bolyhead Rd. Bridge, Coventry 40,475. (3175)

1939, overdrive, black Park Ward saloon, fine specimen, 9, Charlton Park Gate, Chelten-lam, 53779. Series standard steel saloon, dual tendersheld, Bradford, Leeds & Sheffield, (2310)

1957 Ext. Huddersheld, Bradford, Leeds & Sheffield, (2310)

1957 Eather, power-assisted steering, 13,000 miles, one owner, £4,550. (2310)

1957 Bantley saloon, black, full history, radio:

KJ MOTORS, Ltd., Bromley. Ravensbourne 3456.
1952 Bentley saloon, black, full history, radio: £1,450.—L. F. Dove, 115. Addiscombe Rd., Croydon. Tel. Addiscombe 3066. Croydon. Tel. Addisc

T Tel. 66504, 1951. Bentley standard steel saloon, finished saloon steel saloon, finished saloon sal

(C4113 1949 Bentley Mk. VI saloon, rrey, excellent history;
St., Maidenhead, Tel, Maidenhead, St., Maidenhead, Tel, Deurne-mouth (Tel, 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock took took.

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H. don, Wl. Welbeck \$294.

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R CADSTER (June 1955) streamlined sports 2-seater, unbiemished in Ivory with red leather, one owner, radio, he ter, etc., specimen available shortly,—142, Holland Park Ave., W.11. Park \$345-6.

SWARMORE GARAGE, Ltd., offer:—

Pi6,000 new! The fabulous—sports fixed head coupe by Hooper, 3-tone blue with linard skin interior "rimned with blue leather, lavishly quipped throughout, 17,000 miles only, a magnificent saght, further details on request; £5,850.—1176-1180, hrist-church Rd., Boscombe East, Southbourne 45344.

WEYBRIDGE AUTOMOBILES offer:-

1955 Daimier Regency saloon, black with beige heater, superior condition throughout; £995.
WEYBRIDGE AUTOMOBILES, Ltd. Weybridge 2235. COUNTY GARAGE (MANCHESTER), Ltd.

1955 Daimler Century, black with beige, heater, miles only; £895.

1954 Daimler Century, midnight blue with blue; heater, one owner, showroom condition, 24,000 miles only; £850.

1954 Daimler Century, black with green, radio, the state, moderate mileage, first-class condition; £750.

tion: £750. 1953 Daimler Conquest, black/beige, radio, heater, one owner, first-class condition: £690. SACKVILLE St., Manchester, 1. Tel. Central 8011-2. [4005]

CHARLES FOLLETT, Ltd., officially appointed Daimler HOWROOMS: 18, Berkeley St., London, W.1. May-

SHOWROOMS: 1d, Betseley St., London, W.L. May-lar 626 Works and Stores, Barnsdale Yard, off Elylin Ave, W.9. Cunningham 5936, [C2010 1957 Daimier Century saloon, automatic drive, 6.000 miles only; £1.39.—British & Colon,al Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588

Camben Motors for high class used Daimlers.

1955 Daimler Century saloon 1955, one owner and completely immaculate throughout, heater,

radio. 2355

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1959 Daimler Consort saloon in 2-tone grey, heater and radio, very moderate mileage; £645.

Daimler Consort saloon, black, reasonable mileage, excellent bodywork, nearly new tyres: £565

tyres: 2595.

1951 Daimler Consort saloon, a nice bright car.
Daimler green, good engine and tyres: 2495.
Daimler Empress saloon, this very rare and edge body is indistinguishable from brand new, coachework in 2-tone green, green hide, radio and heater; 1095.

1952 Daimler special sports coupe, streamlined, one change of ownership, 2-tone finish, almost new tyres radio, heater, washers, beautiful car, £795, 400 other cars available; write for fully descriptive priced caralogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m.; terms, exchanges. [Clo35]

1950 Damier 24-litre saloon, black, £450.—Odeon Motors, Ltd. Bar 1144. [C3028]
1940 Damier 24-litre saloon, in really outstanding condition: £555.
SCOTT CARS. 341-347. Finchley Rd. 4ampstead. London, N. W. 3 Hampstead F676/7779 [C4016]

1948 Daimler 18hp. radio, heater; £385.—Robbins, (C3010

CASS'S MOTOR MART offer three Daimler 2%-litres aaloons, from £495; written guarantee.—5, Warren St. W.I. Euston 4110.

1956 Daimler One-o-Forir saloon, one owner, 14,000 miles, H.M.V., heater, extras, outstanding throughout 51,596; H.W.I. Lad. Providence Court, North Audley St., R.W.I. Hyde Park 2952-5-4.

W.1. Hyde Park 2552-5-4,
CONSORT saloon, dove grey with red, 1950, heater,
superbly maintained, £450; terms, exchanges.—
45, Shirehall Park, N.W.4. Hendon 7755. [3665] DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, 10667/R

Bristol 38241.

MARCH, 1951, Daimler Consort, two owners, as new £455.—Ponting, 9, Richmond Hill. Clifton, 13866

1930 Daimler limousine, a grand old car in good running order, suit large family or country car hire concern. £75 o.n.o.—Tel. Howard 4505. [5879] DAIMLER Consort, 1952, one owner, heater, radio; £500.—Casita, Uffington Rd., N.W.10. Willesden

3501.

ALPREDS (1956), Ltd.—Daimler 1951
anteed.—6-7, Warren 8t., W.1. Euston 2589. [C1005
STRATSTONE, the leading Daimler agents for 55
good used Daimlers.—Stratstone, 40, Berkeley St., W.1.
(2002)

1949 model Daimler DB18, new tyres, battery, 6439.—Desborough Park Autos, High Wycombe 3113.

1951 Daimler Consort, one doctor owner, 43,000 outstanding condition; £495.—Richards (Automobiles), Ltd., Wenoley 5586. [5765

17.7.1 genuine miles, biack, heater, immaculate and outstanding condition; 2495.—Richards (Automobiles), Ltd., Wembeley 6586.

1954 Daimier Century, green with green interior, one fastidious owner, underseated, fitted latest type heater: guaranteed; £995.—Campbell Symonds, Wembey 6262.

AZ MOTORS offer 1952 Consort, 27,000 miles only heater upon evener since new, fitted koos covers of the same part of the same

D Daimer and Company of the Company

DAIMLER 1956 (Nov.) Century Mk. II saloon, perfect condition, under 7,000; £1,200,—Uplands, Fordingbridge, Hants. Tel. after 8 p.m. 2263. [3843]
1954 fitted radio, 19,000 miles, as new, £888, Mansheld Autos, Ltd., 48, Pittrry St., London, C. 3301

1950 Daimler Consort in exceptionally good condition, engine recently overhauled, bargain £445.—Cayendish Motors, Cavendish Rd., N.W.6. Will

1950 Daimler 214-litre saloon, black with brown 1952 Consort saloon, black with brown interior, loose covers 5.55; also GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11, Speedwell 4411, [C2019]

DAIMLER 104 saloon, registered March, 1956, 23,000 miles, finished in shell grey and black, with red leather upholstery, one owner, radio, preselector gear box, absolutely immaculate: £1,495.—Tel. Mayfair 9060.

box, absolutely histories, also a label of the saloon, sliding roof, owner since the war, 25 mp.g.; 285, private sale.—44. Orton Ave. Walmley, Sutton Coldfield. Ashfield 1174, 3577.

IMOUSINE (November 1947) D.E. 27hp Hooper, for ward occasionals, cloth rear, electric division, boot one rivate owner, recent engine and gear box overhau by the Damiler Company Ltd., reasonable mileage place, £1,075.

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23 315 Mooper limousine, one private owner, electric partition gradion and ceasionals, lixuriously appointed to the compound of the co

1952 Daimler 2: litre Barker specials sports 3-4pearl grey, two owners, fitted overdrive H.M.V. radio,
heater, screen washers, etc., low mileage, superb unmarked condition throughout; 2750; will consider M.O.
A or small saloon part exchange.—Tel. Birmingham
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695 gns.—Daimier late 1953 24-litre Conquester adio, hester, exceptional; written guarantee; ter exchanges; list; open 9-7 week-days and Saturday Rowland Smith, Hampstead (Hampstead Tube). Has stead 6941.

A LPE & SAUDERS LTD. require DE.36 or 27hp Saloons or Limousines in above average condition.

A & S Ltd. Providence Court. North Audley Street.

(Was Selfridges). Mayfair 2941. [W1006 ROWLAND SMITH'S, the Daimler buyers, highest cash prices.—Hampstead High St., N.W.5. Ham [W4018/R

ROADSTER 1955/57 2/3-seater, low mileage.—Chip-stead Motors, Ltd., 142, Holland Park Ave., W.11 A stead Motors, Ltd., 142, 1901.

Park 3445, Excellent cash price offered for good Daimler.—H. F. Edwards, 26-54, Upper High St., Epsom, Surrey, Epsom 5611.

LMOST new Daimler required immediately Morley, 76, Cambridge Road, Kingston, Kingston, 1826.

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DARRACQ. approximately 1912. good condition and running order; £250; Chadley Motors, Watford Rd., Kings Norton. Birmingham. Tel. Kin. 2827. [3632

DELAGE

1939 D6/75 sale 1939 D6/75 saloon, rewired, reconditioned engine maintained; 22751—withbiedon 0655 evenings.

1937—a late December Delage D6/70 drop braza coupe, in red and creamerry fine conductive streetly engineers. Brazanties and Lan. R. W.6. Hampstead \$430.

1952 (Sept.) Dellow Mk, III 4-str. sports, blue: 6350.—Elilotts of Bideford, Tel. 744, Devon.
1949 Pennock drop head 316-litre, recent overhault, Kinnerton 8t., 8t.W.1. Seigenvin 3711. (2504)

DKW cabrolet, in very nice order indeed, new hood, etc.; h.p. arranged; £130.

DKW -B. & M. Garages, Ltd., for D.K.W. cars genuine spares; guaranteed repairs and overhauls; terms, exchanges, etc.—42a, St. Michael St. Paddington 6877

1955 D.K.W. 5.6 Sonderklasse coupe, one owner, changes, deferred terms,—John S. Trucott, Ltd., 175. Westbourne Grove, W.1. Basswater 4274. [C4025

\$675, or one-third defosit, balance over 2 years, (Aug.) 1955 D.K.W. fixed head coupe, colobbe, red interior, radio, milesge under 20,000, immaclate—Motor House, Stoulton, nr. Worcester, T. Peopleton 275.

Isleworth, Middx. (Hounslow 0011.) (22015
FERRARI 2.5 litre V12 2-door close oupled by Oha, originally Earls Court show car and sold arrother the E8,500, this car has been mechanically checked over in our own workshops and coachwork finished most attractively in claret/black, is absolutely spotless.
THERE are approximately £100 worth of spares included at £1,595, and alternative back axie ratios included at £1,595. Great West Rd.,—Brentford, Middle—Sex. Tel. Ealing 5477 (14 lines). [5905]

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CVR -C. V. Rushmer Automobiles, the Plat specialists: 1800, 1400, 1106, 600, 500 4000 mile - 1957 500 alloon, loose covers, mirrors. none owner, as new 1900 B saloon, one owner, radio, overdrive, superb example, guaran-

1955 600 saloons from £450, guaranteed.

1100 saloon, registèred March, 1957, 11,000 miles, 1100 radio, as new: £655; guaranteed. CVR—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5781. [C3061] H. C. PAUL. Ltd.

1957 Fiat 500 coupe, green, 1,000 miles on Wayfair 0821-2. Bruton Place, Berkeley Sq., W. (C30) H BEART & Co., Ltd., offer:-

1955 Belvedere station waggon, grey, well main-tained example of this very economic ear. £475.—102. London Rd., and High St., Kingston-on-Thames. Kingston 3348.

A NTHONY CROOK, all new Plats from stock.

10 used ears, types 500, 600, 600 Multipla utility, 1100.—Distributors, High St., Eaber. Tel. 4580.

S&S MOTORS offer:-S & S MOTORS, Pist Agents, new models from stock.
S & S MOTORS for Piats; specialists sales, service and repairs.
S & S —Fiat 1100 1957, excellent condition: £600.

S C S-rist 1905 500C station wagon, 2-tone grey, excellent condition; £465.

S C Fist 1947 500cc, reconditioned engine, respect to the state of the

TWO STROKES, Ltd., offer:-

1955 Fiat 600, absolutely apotless, guaranteed; 1956 Fiat 600, special exhaust, only 12,000 miles, 1956 Fiats for immediate delivery.—Stammer Hill, Middx. Tel. Grimsdyke 1166-7 (2001) RICHARDS & CARR are always best value.

RICHARDS & CARR are always post value.

1957 (November) i100 saloon, 1,900 miles only, as new, dark blue; £765.

1957 500 convertible, 1956 engine modifications just frected, virtually new condition, £465.

1957 several extras, exceptional; £595.

1957 model 600 saloon, 3,500 miles, Motorola radio miles, model 600 saloon, 3,500 miles, Motorola radio and other extras, etc. 1868 ew. £548.

1952 £375.—35, Rinnerton St., &.W.1. Belgravia (C.3045)

FIAT 500 1938 for sale; £120 o.m.o.—Cun. 5542,

FIAT 500 coupe, good condition, very clean interior; £110.—Dartford \$137 evenings. [3678]

1955 Fiat 600, beautiful two-tone, one owner, heater, choice et 8: £455: and 1958 Fiat 500, demonstration model, works mileage: £499: and 1956 Fiat 1100, absolutely like new, one owner, beater, seat covers, many extras; £645: h.p.; months' guarantee: exchanges. 5 months' guarantee; exchanges.

PREMIER MOTORS, Flat Distributors, 295, Lewisham
High St., S.E.13, Lee Green 1051. (C3085/1

PREMIER MOTORS, Fine Green 1051. [C3003/1]
1957 Fiat 500 convertible, pale green, heater, wing mirror and special Italian wheel trim: £495. HUXFORD & SON, Ltd., The Fairway Garage, West St., Portchester, Hants. Coaham 76770. [C2127/1]
1953 Fiat 1400 saloon, grey, radio, heater, mechanically superb, roomy family car with performance to delight the enthusiast; £465. WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham [C4007]

5281.

1956 Fiat 600 saloon, one owner, radio;
London, N.W.11. Speedwell 6011.

1939 Fiat 500cc convertible, recent overlengine, new hattery, good condition tiout; £150; terms and part exchanges.—Dollis Si

MOST 1958 Fiat models on show, also a relective substantial state of the state of t

1957 Fiat 600 saloon, grey with blue in milesge only 6,000; £535.—Lo Garages, Ltd. Taunton Place, Marylebone, Paddington 7242.

1956 Figt 1100, 15,000 miles only, one —Silverthorne Motors, Ltd., H. Pitsrey Euston 7811.

Euston 781.

625 ms.—Fiat 1400A, October 1955, salcon, duoton grey/green, radio, heater, seat covers, Ace Rim bellishers, very carefully used, written guarantee terms, exchanges,—Rowland Smith, below, convertible of the condition of the control of the condition of the condition

1100 TV saloon, 1956 model, two-tone black and gauge, screen wash, radiator blinds, new set of tyres, 15,000 miles only, taxed year, one owner; £775.—Tel. Hove 33077.

MAYPAIR GARAGES, Ltd.—Top cash prices for Fiats.—Bishops Bridge Rd., W.2. Amb. 1061. 1955 and later models urgently require

GOOD Fiat required immediately.—G. E. Amenbury Lane, Harpenden, Herts. Har

S&S MOTORS pay more for any Piat: race W.2. Paddington 6174 '55-56 Piat 1100, good condition tage. Pulmer, Bucks. Pulmer 11.

CVR C. V. Hushmer Automo. W.11. Park 5731.

Flat Spares and Service

FRANCIS FOR FIAT:—Specialist repairs, tuning, new
and used parts: Flats wanted, any condition.—14.
Bathurst Mews, W.2, or Lad. 4785. [2604 DREMIER MOTORS, main London dealers/distri-butors for Flat spares, accessories and service, open 9 am. to 8 p.m. Monday to Saturdays.—295, Lewisham High St. S.E.I.S. Lee Green 1051. [83085 Flat genuine spares from Flat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

£249'!!-Ford Shp saloon in quite outstanding order, coachwork excellent; choice of a number uf Fords—Ss, 10s, Prefects and Anglias—all in showroom condition. Jennings, Richmond 3588. (CS103)

FORD ANGLIA

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel, Hillside 6621, offer:—1956 applied to the Corfe grey, with duo-tone facilities available.

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel, Hillside 6621. (C3042)

A1 at Brown's.

1951 (Nov.) Ford Anglia saloon, fawn and red interior, extras, taxed year, Al guaranteed; W. J. BROWN, Ltd., 339, Finchley Rd., N.W.5. Ham. PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex topp, Bus depot). (0099/R 1953 Ford Anglia; £325.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. |C4015

1956 Ford Anglia, choice of two, very low mileage;
HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10
DAGENHAM MOTORS, Ltd., Ford main dealers

A FINE selection of Al Ford Anglias always av. A able: 'phone for our list.-Used Car Dept., P.

vale 3588. Ford Anglia, excellent; £440.—Robbins, East Putney. Tel. 7881. [C3010 1956 Ford Anglin, superb order, small mileage; 1947 Ford Anglia, sound, a bargain; £245. SMITH & HUNTER, 376, Kensington High St., W.14, Western 2512.

1956 Anglia, grey, heater, one owner; £465.—Ter-

1955 (Nov.) Ford Anglia de luxe saloon, fawn; £475.—Hale Motors Tot. 7771 [C2077/1

1755 £475.—Hale Motors Tot. 7771 [C20771]
1756 Ford Anglia de luxe saloon, colour blue, in Immaculate order, fitted heater; £515.
1757 FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone C2240 Open weekdays 8 a.m. to 6 p.m. [C2006]
1756 —1952 Ford Anglia saloon, one owner, immaculate—Arnotta—Garages, Ltd., Grange Rd., Willesden Green, N.W.10, Willesden 0161. [C1167]

1958 series (Dec. 1957) Ford Anglia de luxe, 2 pastel blue, as new and guaranteed; 2615.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Clark & Lambert, Ltd.

1958 Ford Anglia de luxe; list price; choice of colour...Farnham Motor Co., Ltd., Downing [C2110]
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1955 Ford Anglia, a beautiful car; £460.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. (C1154)

1949 Ford Anglia, heater, excellent condition throughout: £255.—Kirkdale Cars, Kirkdale Bydenham, S.E.26. Sydenham 6129. 1956 (November) Ford Anglia de luxe duo-tone heater, many extras, as new; £525.—Hale Mctors. Tot. 7771

Mctors, Tot. 7771

2.265 — 1982 Ford Anglis saloon, one owner, immaculate.—Arnotts Garages, Ltd., Grange Rd., willesden Green, N. W.O. Willesden Old: C1167

1956 Ford New Anglis de luxe saloon, one owner: 6,490.—Auvil House, Highfield, Golders, Green, London, N. W.11: Speedwell 001. (20004)

1953 Anglis, excellent condition, heater, etc., \$259: choice of 2.—G. P. (Balham), Ltd., 2c., Balham Hill, S. W.12 (100yds Clapham South Tube).

FORD Anglia 1956, excellent condition, radio, over-drive, heater, twin mirrors, low mileage, genuine offer, owner going abroad; 2475 or offer.—Tel. Chis. 0591 day, Chis. 5761 evenings.

£615 --Very special Anglia, Eiva o.h.v. head, over-drive, full instruments, H.M.V. radio, altogether about £400 worth of mods., and extras.—Forest Hill 7754. 67a. Sydenham Hill. S.E.26.

425gns.—Ford New Anglia 1954 saloon, blue, heater, seat covers. excellent condition, written guarantee: terms. exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Tube). Hampstead Warried

Ford Anglia Cars Wanted

ROWLAND SMITH'S, the Anglia buyers; highest
cash prices.—Hampstead High St., N.W.S. Ham.
[W4018/R

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HAROLD PERRY, Ltd., 1105-1111, High Rd.,
Whetstone, N.20. Tel. Hillside 6621, offer:—
1956 Stery, trafficators, £555; hire purchase facilities available.
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Whetstone, N.20. Tel. Hillside 6621. [C3042

Whetstone, N.20. Tel. Hillside 6621. [C3042]
NATIOR & ROOT, Ltd. (Established) 1920.

56 Ford Popular, black/red interior fitted with many extras, 6,000 miles only: £365. [C3022 LAPHAM JUNCTION, S.W.11, Battersea (C3022 (C3022 C))] DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of Al Ford Popular cars always available: 'phone for our list.—Used Car (crises A available; 'phone for our list.—Used Car Dept...
Perivale 3588

CHARLES FOLLETT, Ltd., officially appointed Ford retailers, offer:—1955 Ford Popular, one owner, genuine 3,000 miles only, as new; £345.

SHOWROOMS: 18, Berkeley St., London, W.1. May-

SERVICE: Work and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010 1955 Ford Popular, Dorchester grey, one owner, 26,000 miles, heater and extrus; £299.

X L SERVICE STATION, Kingston Vale, S.W.15. [C4060

1954 Ford Popular, reconditioned engine, every ton High St., W.14, Western 2512. 1954 Ford Popular, black, red upholstery: £295.—
Dayles Motors, Ltd., 554, London Rd., Ashford, Mddx. Ashford 3671-2. [C1080]

Ford Popular Cars Wanted

1954 Ford Popular wanted ...Harvey, 6, Rosemount
Rd., Pinchley Rd., Hampstead 5745, [386]

ROWLAND SMITH'S, the Popular buyers, highest
cash prices...Hampstead High St., N.W.3. Ham.
[604].

FORD PREFECT

A1 at Brown's 1955 (Jan.) Ford Prefect saloon, black, red inand Country tyres, beautifully kept and maintained
and in really exceptional condition throughout; £485,
1956 red hide interior, heater, many extras. as
new; £550.

W: £550.
W J. BROWN, Ltd. 539, Pinchley Rd., N.W.3.
PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons PHONE Harrow 4282 and 9140 for details.

W HAROLD PERRY, Ltd., High Rd., Harrow weald, Middlesex (opp. Bus depot). [0100/R GORDON & GLYNN offer:—

1955 Ford Prefect, low mileage, immaculate; £465.

—79. Cadogan Lane, Sloane St., S.W.I. (2
mins, Sicane Sq. Tube.) Eloane 3526.

H. A. SAUNDERS, Ltd., offer:—

1955 Ford Prefect saloon, black, red upholstery, recorded mileage 14,955, heater: £475.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092 WARWICK WRIGHT, Ltd., offer:-

1955 Ford Prefect saloon, grey, blue upholstery, radio and heater, 19,000 miles; £475, WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham, 6050.

DAGENHAM MOTORS, Ltd., Ford main deale A FINE selection of Al Ford Prefects always available: 'phone for our list.—Used Car Dept.. Perivale 3388

1957 Ford Prefect saloon, one owner, heater.
1957 11,000 miles, £545.
CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1.
[Close] 1953 model Prefect, beige, brown leather, 35,000 miles, taxed; £330.—Welwyn Garden 1062.

1958 Ford Prefect de luxe, list price.—Farnham Motor Co., Ltd., Downing St., Farnham (C2110

£475.—1955 Ford Prefect saloon, one owner -Le Kensington 2477 Kensington 2477

1956 Ford Prefect saloon de luxe, grey, one owner, black with heater £510.

GARAGE SERVICE Co., Ltd., 1015 Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

1956 Prefect de luxe saloon, heater, etc., excellent; £550.—Rawling's Tudor Garage, Ltd., 923-931 Fu'ham Rd., S.W.6. Renown 2281. [5341 1953 Ford Prefect, in 1956 condition; £360.—
Streatham, Pollards 2100. [C1154]

1956 Prefect de luxe saloon, black, heater, £255.

Steyma & Co. (Car Sales), Ltd., 254,

Brompton Rd., S.W.3. Kensington 9081.

2260 eine, new battery, immaculate.—Arnotts
Garages, Ltd., Grange Rd., Willesden Green, N.W.10.

Willesden 0161.

Willesden 0161.

£260.—Ford Prefect saloon, first registered 1926.
Ltd., Grange Rd., Willesden Green, N.W.10. WillesCilian 1181.

1953 Ford Prefect saloon, beige, extras include immaculate: one of the nicest Prefects we have ever been offvillered to offer; 3 months' guarantee: £365.

C. & W. MOTORS, Ltd., Queen's Head Garage, Est End Rd., N.S. Finchley 6226 (3 lines). [1989]

FORD PREFECT

Walter Scott, Ltd., 1956 model, de luxe Prefect, heater, black, loose covers, 17,000 miles, unarked, one private owner; £525,—39, College Cres., Nw.S. (69x)ss Cottage Tube). Pri. 4406.

£475.—1955 model Ford Prefect saloon, 2-tone blue, heater, loose covers, sun visor, wheel embellishers, superb condition throughout; terms.—Autosnips, 5, Balham High Rd., S.W.12. Balham 1509. (Cl009)

345 gns.—Ford Prefect 1953 saloon, fawn, red guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

and Saurous, 1940.

1956 Ford Prefect de luxe, Aquaplane cylinder head (9:1), overdrive all gears (6 speeds), oversized tyres, special driver's seat, heater, over £100 of extras and modifications, sparkling performance with economy, Bristol fawn with maroon interior, immaculate condition throughout: £375.—Clubman Autos, Ltd., 158-142. High St., Tooting, S.W.17. Balham 3484.

Ford Prefect Cars Wanted

ROWLAND SMITH'S the Prefect buyers, highest
cash prices.—Hampstead High St., N.W.3. Ham.
6041. [W4018/R

FORD ESCORT [W40]
1956 Ford Escort, £500; hire purchase and electroned,—Herbert & A Church Rd., Ashford, Middx. Tel. 2960. [C] C2035

FORD SQUIRE

1958 Ford Squire (first registered November 1957), 1958 Kenilworth blue, heater, mileage only 1,000 (original cost £725); £675.—Welbeck Motors, Ltd., 109, 105 Crawford St., London, W.I. (near Baker St. Station), Welbeck 1139. . F. DOVE, Ltd., offer:-

1956 Ford Squire, one owner; £530.—L. F. Dove, Liberty 3456.

WARWICK WRIGHT, Ltd., offer:-

1957 Ford Squire estate car, blue, fawn upholstery
1957 heater, 15,000 miles; £625.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.S. Cutiningham 6050,
(74045

DERRY'S OF BOWES ROAD offer:-

1957 Squire, blue, heater, seat covers, 4,500 miles only as new; £645, seat covers, 4,500 miles W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Tel. Enterprise 4404, [C3128]

1956 Ford Squire estate car, several extras; £555.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.5. Tel. Riverside 6677-5.

1957 (late Squire, 5,000 genuine miles heater, as new; £635.—Farmborough, Kent, \$2044, [3579]

1956 Squire, faun, one owner, 12,000 miles, excellented for the control of the contr

FORD CONSUL

HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel., Hillside 6621, offer:—
1956 Consul Mark II saloon, Hereford green, heater, wing mirrors, excellent condition; &695; hire purchase facilities available. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

1955 (May) Ford Consul saloon, black and red and maintained Al guaranteed; £575.

When 2024 Ld. 359, Finchley Rd., N.W.3.
JAMES SPENCER, Ltd. offer

1958 Ford Consul de luxe saloon, radio and heater,
4,000 m les only, absolutely as new; £795.

JAMES SPENCER (BEXLEYHEATH), Ltd., Crook
Log, Bexleyheath, Tel. Bex, 4265 and 4209. [3973]

GLANFIELD LAWRENCE offer:—

1957 Ford Consul, blue, heater, 12,000 miles; £745. BROADWAY MOTORS, Hounslow,

1955 Consul convertible, grey, red trim and hood, spare unused. 7,700 miles, one owner; £895.—Hanworth Rd., Houn-low (2 mins. Hounslow East Tube), Middx. Hou. 9309 0175.

PERRY'S OF BOWES ROAD offer:—

1956 Consul Mark II saloons, choice of several colours available including two-tone models

from £725.

1955 Consul convertible, black, red interior, low W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11, Tel. Enterprise 4404, [C3128]

1954 Ford Consul coupe, very attractive: £525

B J. HUNTER, Ltd., 22 Cricklewood Broadway NW2 Tel Gladstone 6303 (C2040 NAYLOR & ROOT, Ltd. (Established) 1920.

'55 (Reg. May) Pord Consul, black/red upholstery fitted radio and heater, roomy yet economical: CLAPHAM JUNCTION, S.W.11. Battersea 2252.

DAGENHAM MOTORS. Ltd. Ford main dealers A FINE selection of Al Ford Consuls always avail-able: 'phone for our list.—Used Car Dept.. Peri-vale 3388.

1955 Ford Consul, outstandian JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. (2411) 1955 Ford Consul saloon, Dorchester grey, heater, 1955 loose seat covers, very well kept; £550. Ford Consul saloon, Bristol fawn, heater, psotless bodywork and interior; £585. ERRARIS OF CRICKLEWOOD, Ltd., 200,420, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008] 2234. Open weekdays 8 a.m. to 6 p.m.

1955 Consul many extras, taxed; £565.—Castle
Street Motors, 5, St, John's Rd., Hove 70586.

1954 Consul saloon, heater, excellent; £450.— Robbins, East Putney. Tel. 7881. [C5010 1956 Ford Consul Mk. I saloon, black, low mile-age; £575.—Hale Motors. Tot. 7771. [C2077 1957 Ford Consul Mark II sejoon, black/beige, nor owner, low mileage, im/naculate through-

cut. £745.

SåU. & SLATTER, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane 1066.

Green, N.15. Fox Lane 1066.

1955 ments consul heater guaranteed. £475; perments and the consultation of the consultation of the consultation of the consultation. 1000 ments of the consultation o

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 8266.

Ambassador 8266.

Mark II Ford Consul salson, gred indon Rd., Ashford, Middx, Ashford 3671-2. [C1090]

1956 Consul Mark I salson, one owner, guaranteed;
Consul Mark I salson, one owner, guaranteed;
Garden Mews. Kensington, W.14 Park 9704 [C3034

XXX 1955 Consul, heater, Ace Rimbellishers, well maintained, a car well known to us. 2575.

Well maintained, a car well known to us. 2575.

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Well mai

1952 Consul saloon, fawn; £400.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3.

1957 Consul Mark II saloon, heater, extras, as possible for the property of th 955 (April), black, one owner, radio, heater, twin fog lamps; £545.—Western Motor Works, ootscray 1122. [4127

1954 Consul saloon, magnificent, guaranteed; £425; payments.—Vaughan, 17, Astwood Mews, [C4078]

DE luxe Consul, finished in coral-beige and white.

New Cross Motor Co. (London), Ltd., 182,
New Cross Rd., S.E.14. New Cross 0688. [N5113 Nov. 1956 Ford Consul Mark II, black, red and white interior, heater; £695 or terms.—Hillwood Motors, Mill Hill (London) 4252.

Motors, Mill Hill (London) 4252.

1953 Ford Consul, black, beige interior, heater, exexcellent condition throughout; £465.—Jack
Kendall, 203, High St., Harlesden, N.W.10. Elgar 3275.

1956 Ford Consul Mark II saloon, heater, one windless owner, black with red interior; £715.—Windovers, Ltd., The Hyde, Hendon, Colindale 4031.

545 gns.—Ford Consul 1955 convertible, Dorchester tional, written guarantee; terms, exchanges.—Rowland Smith, below.

Smith, below
30 Smith, below
1952 saloon, 2-tone black;
Consuls, written guarantee; terms, exchanges; list; open
9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018 CONSUL de luxe, Aug., '55, radio, heater, ocelot covers, etc., moderate mileage, good tyres, superb condition throughout; £540 or £525 less radio.—Ewell

1957 Ford Consul saloon, Carlisle blue beige in-condition, 3 months' guarantee: £760.—Trinity Cars. Ltd., 94. North Side, Wandsworth Common, 8 W.J.8. Vandyke 1166.

Wandyke 1166.

MARK II Consul, consider Zephyr, Zodiac.—24,
Northway, Maghull, Liverpool, Maghull 456,
[5687] ROWLAND SMITH'S, the Consul buyers: higher cash prices.—Hampstead High St., N.W.3. Ham. 6041. ALMOST new Consul required immediately.—
Morley, 76, Cambridge Road, Kingston. Kingston.
[W3016/R

FORD ZEPHYR

HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20 Tel, Hillside 6621, offer;—1953 Ford Zephyr saloon, black with red upholstery, radio, heater; £465; hire purchase facilities W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20, Tel, Hillside 6621, [C5042]

W. HAROLD PERRY, Ltd., 1108-1111 High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—1956 Zephyr Mark II saloon, wory, with red/grey-lent condition: hire purchase facilities available; 2750. W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621 [C3042] WARWICK WRIGHT, Ltd., offer:

1956 Ford Zephyr Phase II saloon, green, cream heige upholstery, heater, 10.000 miles; 1955 Ford Zephyr Zodiac saloon, 2-tone grey, heater, 18 000 miles: 8585. WARWICK WRIGHT, Ltd., Lord's Court, 8t. John's Wood Rd., London, N.W.S. Cunnissman 6050. FORD ZEPHYR

1 at Brown's

1956 (July) Ford Zephyr saloon, ivory, red and miles by one extremely careful owner, practically unmarked and as new; £795 1956 lemon with due grey hide interior, bost of extras including power hood, vardrive, heater and extras including power hood, vardrive, heater and vehicle was invoiced at £1.359 and is in spotless condition throughout, speedometer reading 5.000 miles, asserted as genuine by previous owner; first £950 secures.

W. J. BROWN, Ltd., 539, Finchley Rd., N.W.S. NOEL BELL, Ltd., offer:—

1956 (March) Zephyr, heater, excellent condition; NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153 CROFTON GARAGES, Ltd.

1956 Ford Zephyr, this car is a beautiful one owner with the car is a beautiful one owner heater. Radiomobile, finished in cream with red trim; £765.—132, Whitechapel Rd. Bishopsgate 3593. JAMES SPENCER, Ltd. offer

1957 Ford Zephyr saloon, radio and heater, spotless condition throughout; £810.

JAMES SPENCER (BEXLEYHEATH), Ltd., Crook
Log, Bexleyheath, Tel. Bex. 4265 and 4209. [3972

PERRY'S OF BOWES ROAD offer:—

1955 Ford Zephyr saloon, black, heater, excellent W. HAROLD PERRY, Ltd., Perry's Corner, Bawes Rd. N.11. Enterprise 4404.

COOMBS SERVICE STATION offer:—

1956 Zephyr Mark II saloon, specially finished in black Conway yellow, two-tone, fitted radio, rim-embellishers, spot light, screen washers, etc., one owner, only 17,000 miles; 2785.

COMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962.

ELM AUTOSALES (MORDEN) offer:—

1954 (Oct.) Ford Zephyr, Winchester blue leather, one owner, 27,000 miles, magnificent condition; £545.—28-50, Abbotsbury Rd, Morden, Tel. RODNEY HOWARD & Co., Ltd., offer:—

1957 (Sept.) Ford Zephyr with automatic trans-with every conceivable extra: £995.—16, Albemaric St. London, W.I. Tel. Hyde Park 7166. A LLAN TAYLOR MOTORS, Ltd., offer:—

1955 Ford Zephyr, green, low mileage; £545. HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). (C4104 WOKING MOTORS, Mercedes distributors.

1955 Ford Zephyr convertible, electric hood, spot-gamps, wing mirrors, whitewall tyres, etc., £545.—Maybury Hill, Woking 427. B. J. HUNTER, Ldd., Austin agents, offer:—

1955 Ford Zephyr convertible, low mileage, exceptional condition, one owner; £550.

B. J. HUNTER, Ltd., 22. Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

OAGENHAM MOTORS, Ltd., Ford main dealers

A FINE selection of A1 Ford Zephyrs always avail able; phone for our list.—Used Car Dept., Perivale 3398 (May) Ford Zephyr, Dorchester grey, rec HAROLD LAMBLIN (CARS), Ltd., Chapel St. Healment of the Cartesian Cartesian Company of the Cartesian Cartesian

1957 Zephyr, Ivory, heater; £820.—Fuller's of Coombs. Ringston By-pass, S.W.20. Maiden [C2115]

1957 Pord Zephyr saloon, had little use, magnifi-cent; £855.—C. C. Turpin, Ltd., 222, Great Portland St., London, W. I. Euston 5677-8, (C2108, C2108, 1957 Ford Zephyr saloon, one owner, heater Rd., Willesden Green, N.W.10. Willesden 0151, (C1167

1958 rodel Zephyr automatic under 2.000 Rd., 8 W.7 Kensington 2477. 1953 Ford Zephyr saloon, green, heater, 36,000 miles, one owner; £445.—Vanderveil Bros., Ltd., 215. Haverstock Hill, N.W.3. Swi. 4441, [C4067]

£785.—1957 Ford Zephyr saloon, one owner, heater, Rd., Willesden Green, N.W.10. Willesden Green, N.W.10. Willesden Glot, [C1167 1956 Zephyr convertible Mark II. 16,000, overdrive, power hood and all extras:

—Plat 7, 53, Kensington Court, W.8. Wes. 936

1955 Zephyr convertible, heater, radio, new immaculate throughout; £595.—Caw Motors, Cavendish Rd., N.W.6. Willesden 004

1956 Zephyr Mark II saloon, one doctor brand new condition, 11,000 miles, washers, etc.: E745.—Mervyn Austin, Kensingto or Welbeck 6655.

1954 Ford Zephyr convertible, 2-tone, power hood, 63-69, Lancaster Rd., Enfield 6727. 254, High Rd., Tottenham 0353. 868 miles only.—1957 Ford Zephyr saloon, or radio, heater, many extras: £945.—B Colonial Motors, Ltd., 77, St. Martin's Lane, Temple Bar 3598.

Temple Bar 5589.

1954 Euphyr power operated convertible, beautinical condition with unmarked cellulose and interior,
exceptional car at the most competitive flavire of £519.

CRESSCARS, Ltd., 156, High Rd., E. Finchley,
London, N.2. Tudor 2972.

FORD ZEPHYR

1955 saloon,

order, writte stration any Pri. 6159 owner, extras, immaculate, super en guarantee; opportunity at £52 time!--70, Chalk Parm Rd 17-30 order, written guarantee; opportunity at £282; demonstration any time!—70. Chalk Parm Rd, N.W.I. Pri. 6159.

1956 Zephyr Phase I, black and red leather, taxed condition; £265, or cash adjustment A50.—Uplands 1925, 15, Box Ridge Ave., Purley, Surrey. 1996.

1951 Prof. Zephyr alson, black red leather radiol 1925, 15, Box Ridge Ave., Purley, Surrey. 1996. Uplands 1925, 15, Box Ridge Ave., Purley, Surrey. 1996. Uplands 1925, 15, Box Ridge Ave., Purley, Surrey. 1996. Uplands 1925, 15, Box Ridge Ave., Purley, Surrey. 1996. Uplands 1925, 15, Box Ridge Ave., Purley, Surrey. 1996. Uplands 1925, 15, Box Ridge Ave., Purley, Surrey. 1996. Uplands 1926, A LTWOOD GARAGE, Altwood Rd. Maldenhead. Tel. Littlewick Green 3076. Littlewick

1957 Zephy; convertible, Ivory with hide heater, one owner, guaranteed; 2975; supplies us new—Cedars Garage, Ltd., Lewisham, 8.E.13.

heater, new power operated hood, overdrive, radio, heater, one owner, guaranteed; 2975; aupplied by us new —Cedars Garage, Ltd., Lewisham, 8.E.13. Lee 2930.

5 Ford Zephyr, Dorchester grey, heater, 13773

1955 Ford Zephyr, Dorchester grey, heater, 13773

29,000 miles, 6525.—E. D. Abbots, Ltd., Farnham, 29,000 miles, 6525.—E. D. Abbots, Ltd., Farnham, 29,000 miles, 6525.—E. D. Abbots, Ltd., Farnham, 101,135

495 gns.—Pord Zephyr, 1954 model saloon, heater, guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowhand Smith. Hampsteed (Hampston) and Saturdays.—Rowhand Smith. Hampsteed (Hampston) in black with red interior, fitted heater; this car is most exceptional and genuine in every way; £845; exchanges and terms welcomed; existing h. p. ettled.—38-52. Dudden Hill Lane, N.W.10. Wil. 4868/3934; adjacent Dollis Hill the, buses 6, 52, 226 and Green Line 719 pass the door.

Line 719 pass the door.

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Zephyr buyers; highest
cash prices.—Hampstead High St., N.W.5. Ham.

[W4018/R ALMOST new Zephyr required imm Morley, 76, Cambridge Road, Kingston.

A1 at Brown's. 1956 (July) Ford Zodiac saloon, black and ivory with tan and cream interior, heater, all extras, 16.000 miles only, indistinguishable new, 2785.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.S. Ham, L.C. PAUL, Ltd., C. PAUL, Ltd.

1958 Ford Zodiac saloon, 1.400 miles, overdrive, Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040 SCOTT CARS offer:—

1957 series Zodiac automatic, very low mileage, absolutely as new; choice of 2 from £955. Zodiac, one owner, in exceptional condition throughout; £985 Finchley Rd., Hampatead, Condon, S. W. 3 dampatead 8676,7779. [C4016] RARDY & SON offer:—

1956 Ford Zodiac, low mileage, fitted overs black, tan and cream upholstery; £775.

55. Marylebone High St., W.1 Hunter 0942,
AMES SPENCER, Ltd. offer

1957 Form Zediac saloon, radio and heater, absolutely as new; £865.

James Spencer (Bexleyheath), Ltd., Crook
Log, Bezleyheath, Tel. Rex, 4265 and 4209. [3969]

HENLYS OF MANCHESTER.

FORD Zodiac, 1957, finished in black and ivory, red nylon upho tery, 7,406m., fitted sun visor, £575. 1-5. Peter St., Manchester, Blackfrians 7845, 1988 H. A. SAUNDERS, Ltd., offer:-

1957 Ford Zodiac saloon, green, overdrive, radio, heater, twin fog lamps, wing mirrors, loose covers, etc., £885; also one finished green/cream with ever extras, £225.

AUSTIN House, London Rd., High Wycombe, Tel. High Wycombe 3141.

H. A. SAUNDERS, Ltd., offer:—

H. A. SAUNDERS, Lee. 1997. A SAUNDERS, Lee. 1997. Pred upholstery, recorded mileage 9,620, heater, radio and overdrive; £885. H. A. SAUNDERS, Ltd., 336-842. High Rd., H. North Finchley, N.12. Hillside \$272 IB Hnest, [C4082] COMPTON & PULLER, Ltd., offer:-

1956 Ford Zodiac Phase II, genuine 12,000 mi WARWICK WRIGHT, Ltd., offer:-

1956 Ford Zephyr Zodiac Phase II saloon, cream and blue, radio and heater, 17,000 miles; Warwick wright, Ltd., Lord's Court, St. John's Wood Rd., London, M.W.S. Cunningham 6050. DERRY'S OF BOWES ROAD offer:-

1956 Zodiac. overdrive, radio; £875.

1956 Pord Zodiac. Hereford green/tory, overdrive.
W HAROLD PERRY, Ltd., Perry's Corner, Bowes
Pd., N.11 Enterprise 4404. [C3128]
COOMBS SERVICE STATION offer:—

1954 Zodiac. Winchester blue and grey, 2-tone extra and Michelin X tyres, whole car in superior and condition: 2565.

1956 Interior, fitted as usual Zodiac, extras and bloose covers, spotlightia, etc., one owner, low milesper. COMBS SERVICE STATION (GUILDFORD). Ltd., By-Page Rd., Guildford 62962. [C119]

CONNAUGHT ENGINEERING

FORD Zodiac, fitted overdrive, radio, heater, leather uphoistery, whitewall tyres, etc., only 5,000 miles and completely as new throughout, finished Wells fawn, unmarked and highly recommended at £950.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey, Ripey 3122.

GUY SALMON AUTOMOBILES offer:—

1957 Ford Zodiac, 9,000 miles, one owner, faultles condition; £885.—Portsmouth Rd., Thames [C4001

HENLYS offer with 4 months' guarantee:-

1958 Ford Zodiac saloon, automatic, one owner, blue and cream with blue and cream interior; £1.055.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1.

Please ask for Mr. Gray, Gulliver 5721. [35924]

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Ford Zodiac saloon, low mileage, unmarked; £895. B. J. HUNTER, Ltd., 22. Cricklewood Broadway, (22040

DAGENHAM MULURS, Ltd. Ford main dealers A FINE selection of Al Ford Zodiacs always av able; 'phone for our list.—Used Car Dept., P vale 3368 DISPATCH MOTORS, Ltd., Ford Distributors, offer:

1956 Mk. Il Zodiacs, choice, from .795. -South-

1950 wark Bridge Rd., S.E.I. Wat. 4959. [Cli64]
1954 Ford Zodiac, choice of 2 in dual-tone colours, fitted at extras, from £495. [Cli64]
WEST DIRECT MUCOSINE JUNCTION, Ltd., 66, 2811, London Rd., Tooting Junction, S.W.17. [Cd097]

1957 (Feb.) Ford Zodiac saloon, 7,000 miles, one GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.I. Euston 4466. 1956 (July) Zodiac saloon, blue/fawn, one owner,

Richmond 6441.

1955 Ford Zodiac, heater; £545.—Farnham Motor Co., Ltd., Downing St., Farnham. TC2110

1956 Zodiac, 17,000 miles, one careful owner; & Northwood Hills Motor Co. Northw

1955 (May, Ford Zodiac saloon, grey/green, one well-keit, for which well-keit with the saloon of the

1955 (April) Ford Zodiac saloon in really beautiest forder throughout. Motorola radio, heavieren washers, reversing lamp, twin mirrors; 256 Spicer's Car Sales. Tel. Hitchin 2037.

1956 Ford Zodiac Mark II saloon, overdrive, radio, heater, sun visor, etc., green and ivory with matching interior, one owner: £815.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. (2418 ZODIAC Mark II. 1956, fitted with overdrive, heater, etc., finished in Turquoise and ivory, an absolutely magnificent specimen, low mileage car; £835; terms and exchanges.

Day Teschanger and the special section of the second of th

Rd., Chesses, Jacobs V. Addisc, grey and blue/grey and blue hide. State of the first state of the first state of the first state. The first state of the first state of the first state of the first state. The first state of the first state of

1956 (Sept.) Mk. II Zodiac saloon, Hereford green/lvory, one owner, low mileage, as new; £795.—Coles Clarages, Ltd., 42, Worple Rd, S.W.19. Wimbledon 0195, and 96-98, Ewell By-Pass, [Cl054]

S.W.19. Wimbleon 0.53, addac. overdrive, heater, wing XXX 1955 Ford Zodiac overdrive, heater, wing mirrors, many other extras, one owner, fastidiously maintained; £825; written guarantee; terms, exchanges.—H. F. Edwards, 28-54, Upper St., Esson. (22001)

1956 Ford Zodiac, a most immaculate car finished overdrive, loose seat overs, etc., a superbly maintained car offered at £335.—Poland Street Garage, 51, Poland Str. London, W.1.—Ger. 9010.

ZODIAC saloon required, consider Zephyr; immediate payment.—81, Airesford Rd., Winchester. [W4087 ROWLAND SMITH'S, the Zodiac buyers; highest cash prices.—Hampstead High St., N.W.5, Ham. [W4012/R ALMOST new Zodiac required immediately,— Morley, 76, Cambridge Road, Kingston, Kingston, 6885.

FORD (V.8)
DETER BANTOCK CAR BALES offer:-

1950 Ford Pilot, black/beige; £265.—104, High Rd., (Cilol4 1951 Ford V3 Filot, leather upholster, echange dition: £265, terme, exchanges.—A. E. Palmer Motors, £264, Lullon 1075.

225m.—Ford V8 Pilot, November 1948, saloon, 5 Pilots, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hrmpstead 6041.

FORD Pliots urgently wanted.—Hendon Way Motors, 2011. (2308) ROWLAND SMITH'S, the Pilot buyers; highest cash prices.—Hampstead High St., N.W.5. Ham, 6041.

SCOTT CARS Offer:-

1955 Ford Customline, right-hand drive, radio and heater, immaculate.
1950 Ford Custom, right-hand drive, excellent condition.
SCOTT, CARS. 341-347, Finchley Rd., Hampstead.
London N.W.S. Hampstead 8676/7779. [C4016

On all matters at sales, spare parts, repairs and service consult us a subsidiary of Ford Motor Company, Ltd.—Lincoin Cars, Ltd., Great West Rd., Brentford Tel. Ealing 4506-9.

Company, Ltd.—Anterior Tel Ealing 4506-9. [Ulver Brentford Tel Ealing 4506-9. [Ulver American and Canadian Ford Cars Wanted Simpson's MOTORS (WEMBLEY). Ltd. the American car specialists, urgently require all American and Canadian Ford cars—5-45. High Rd. [Wembley 5903-869]. [W4015 Ford Miscellaneous Cars Watted ROWLAND SMITH'S, the Ford buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 8041.

XXX Excellent cash price offered for Ford.—H. F. Edwards, 28-54, High St., Epsom, Surrey. Epsom 5611. NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

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On Pages 142 - 153 and Pages 154 - 155

Frazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Frazer Nash-B.M.W.
buyers; highest cash prices.—Hampstead High St.,
N.W.5. Ham. 6041

GOGGOMOBIL BOGNOR STATION GARAGE...Goggomobil, works mileage: £450...20 Longford Rd., Bognor, Sussex. [C1180]

GOGGOMOBIL saloon (Oct.) 1956, mileage 6,231, St., Leominster, Hfds. 2546, Burgess 1957 Goggomobils: limited number of new fully guaranteed at reduced prices.—Mansel & Fisher, Brompton Rd., S.W.7. Kni. 7705. [1930]

1948 Healey Roadster; £355.

MONTROE MOTORS (N. H. Boswell), 91-95, Eppin New Rd., Buckhurst Hill, Essex Buckhur (C306 High-gamma Trickford 4-seat saloon (2.4 Riley) works of overhauled annually, marcon, beige leather, (ctal mileage 26,000, res. July '55; £775.—Box 4745. [5200 1954] and in perfect mechanical condition. 6 months written guarantee, rare oppositions of the condition of the conditi

695 gns.—Healey 1954 3-litre 3-seater sports road-beater, screen washers, exceptional, choice of 2, written guarantee, terms, exceptional, choice of 2, written guarantee, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hamp-stead Tube), Hampstead 6041.

stead Tube). Hampstead over:

X X 1952 Healey F type Ticktord saloon, fitted
finished grey and red with red leather, a really ourstandingly afractive and in the leather, a really ourstandingly afractive and in schanges. Healer, witten
guarance: Edge cross, schanges, the
154, Great Titchneid St., London, W. I. Langham 0012
[2003]

4-SEATER saloon or drop head.—Little Heath, Hurn Rd., Ringwood. Tel. 350. Rd., Ringwood. Tel. 550.

Richards & Carr., Ltd., generous Healey buyers.

R-35, Kinnerton St., S.W.1. Belgravia 3711.

[W3045]

GOOD Healey required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden, W2000 ROWLAND SMITH'S, the Healey buyers; highest cash prices —Hampstead High St., N W.3. Ham.

XXX Excellent cash price offered for good Healey.-H. P. Edwards, 28-34, Upper High St., Epsom. Surrey. Epsom 5611. [W2001

957 mdl. Heinkei de iuxe, grey, 8,000 miles, as brand new; £315.—Silverthorne Motors, Ltd., Fitzroy Sq., W.I. Euston 7811. [C4011 COMERFORDS for Heinkel, immediate delivery, other Regal for immediate delivery, first-class service; terms, —Comerfords, Oxford House, Fortsmouth Road, Thames Ditton, Surrey. Emberbrook 5531 (6 lines), [9305/8]

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low DEVONSHIRE House, Piccadilly, W.1. Grosvenor (0108/R

HAROLD PERRY, Ltd. 1108-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621, offer:—1955 red interior, heater; £555, Hillman convertible, low mileage, grey with 1955 green with beige upholstery, heater; £575; hire purchase facilities awailable. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20, Tel. Hillside 6621. [C5042]

NOEL BELL, Ltd . offer:-

1957 Minx saloons, choice of 2; £685.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney [C1153]

NOEL BELL, Ltd., offer:-

1957 (Dec.) Hillman manumatic saloon, 2,000 miles only, £795.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. (C1155

TOM GARNER, Ltd., offer:-

1957 Hillman Minx Series II saloon (Manumatic), Grey/green, htr., radio, many extras, 7,000

1956 Hillman Minx Mk. VIIIA estate car, grey beige, htr., many extras, 17,000 miles; £695 TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2 Blackfrars 9265-6-7.

H BEART & Co., Ltd., offer:-

1957 Hillman Minx Series I de luxe, antelope beater, washers, one owner; £725.

1956 (September) Hillman Minx Series I de luxe adion, du colour, red upholstery, one owner, £695.—102, London Rd., and High St., Kingston-or-Thames Kingston 3348. T. S. FORD & SON, Ltd., offer .--

1956 (June) Californian, 10.600 miles, heater, maintained by us for one exacting owner; £625.

1955 Minx special saloon, black, carefully used and maintained by original owner; £485, 202, Wells Rd., W.12. She. 2295.

TOHN HINE CARS, Ltd., offer:-

1954 Hillman Minx, one owner, heater, grey, red interior, new set of tyres fitted, an exceptionally clean car; £495.—1, Central Parade, St. Mark's Hill, Surbiton 3556.

WARWICK WRIGHT, Ltd., offer:—

WARWICK WRIGHT, Ltd., offer:—

1956 Hillman Mark VIII estate car, dual grey, red upholstery, heater, 15,000 mlles; £675, 7 Hillman Minx Series; all colon, pearl and grey miles, £755; 1956-57 model in different colours available, all low mileages.

1956 Hillman Minx Mark VIIIA saloon, grey and green, heater, 6,000 miles; £655.

1957 Hillman Minx Mark VIII convertible, black, red upholstery, 17,000 miles; £650, another library in black, low mileage, 11,000 miles; £625, another library mileage, low mileage, grey, red upholstery, heater, 6,000 miles; £355.

Warwick WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8, Cunningham 6050 [C4045

F. FLETCHER & Co., Ltd., offer:-

1954 Mins convert. coupe, grey with red upholstery. fitted heater in excellent condition through-SHOWROOMS, 69, Beckenham Rd., Beckenham, Kent. Beckenham 7744.

PHŒNIX for new and used Hillmans

PHENIX for new and used riminates.

1956-7 Hillman Minx de luxe saloons; also a few ex-demonstration models, maintained by us regardless of expense and fitted numerous extras; destinguishable from new, fully recommended and guaranteed; from £695.

The above are selected from a very wide range of The cook and the control of the control

DETER BANTOCK CAR SALES offer:--

1958 model series II de luxe Minx, fitted 2-pedal manumatic c'utch, radio, heater, bucket seat. 2.000 miles only: £795; below. 1949 Phase III Minx, well maintained for its year; £355.—104, High Rd., Chiswick 2725/5870.

1955 Hillman Minx de Juxe, radio, heater, 9,000 miles: £545.

JOHN CAMPEELL MOTOR'S 1td., 415, Holloway Rd., N.7. North 4441/6868.

HILLMAN 1954, 27,000 miles, immaculate condition. Hillman Minx Mit. VIII, black; £495.—F. L. 1955 Cranmore, Ltd., Tel. 2040 Potters Bar. (C1062

HILLMAN HENLYS offer with 1955 Hillman de luxe saloon, heater, one owner, green with green interior; £595.
HENLYS, Ltd., Parkway, Regents Park, N.W.1.
Picase ask for Mr. Gray, Culliver 5721. (5926)
B. J. HUNTER, Ltd., Austin agents, offer:— 1956 current series Hillman Minx asloon, definitely B. J. HUNTER, Ltd., 22. Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.
HENDON CENTRAL GARAGE, Ltd., offer:— 1956 Minx Phase I de luxe, fitted heater, one owner, low mileager; £665.

1956 Minx Phase I de luxe, fitted radio, heater; 1956 £680.—Watford Way, Hendon Central, N.W.4, Tel, Hendon 8084-5.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:— 1951 Hillman Minx saloon, fitted radio, condition; £365.—D. J. Shepherd & (Enfield), Ltd., 436, Hertford Rd., Enfield, Helest 1958 Hillman special saloon, heater, 1,800 miles only; £725.

1958 Hillman Minx de luxe saloon, 4.000 miles only; £725.—British & Colonial Motors, Ltd., 77, 8t. Martin's Lane, W.C.2. Temple Bar 5588. 1954 black saloon; best offer over £400.—Shank-lin 66, Wat's Dyke, Wrexham. [5639]
1955 Minx Mk. VIII convertible grey, heater, red eather; £545.—Liberty 3532.
1954 Hillman Minx Mk. VII saloon, heater, radio and in really exceptional condition; £495.
FERRARIS OF CRICKLEWOOD. Ltd. 200-220, Cricklewood Broadway, London, Nw.2. Gladstone 2334. Open weekdays 8 a.m. to 6 p.m. [C2008] CONVERTIBLE Minx 1952, beautifully kept, only, £435; real snip, private.—Streatham 1958, Hillman Minx de luxe, heater, vereste e and pearl grey, 900 miles only; £775.—Seven 1957 Hillman Minx de luxe saloon, one owner, 7,000 wood Hills Motor Co., Northwood 371. [C3129]
1956 (June) Hillman de luxe, 17,000 miles, heater, limaculate condition, £615.— Below Seat Covers, immacurate condition, 2615.—

1956 condition: £595.—Below.

PHENIX MOTORS, Ltd., Oxford Rd., Gerrards Cross. Denham 2716, Gerrards Cross 2545, [5994]
1956 convertible, grey with red hood, heater, one convertible, grey with red hood, heater, one 575.—Essex 27.000 miles, excellent condition: [C4086 et al., 275.—Below 275.
Below 275.—Below 275.—Below 275.—Below 275.—Below 275.
Below 275.—Below 275.—Below 275.
Below 275.—Below 275.—Below 275.
Below 275. To one owner. 14.000 miles, licensed to Dec.; 2795.

MILESTONES SERVICE GARAGE, Ltd.. 308, Erith Rd. Bexleyheath, Erith 2629.

1956 (July) Hillman de luxe saloon. 15.00 [3895]

1956 (July) Hillman de luxe saloon. 15.00 [3895]

Car Sales, Tel. Hitchin 2037.

1952 lused, low mileage: £425.—Northwood Hills Motor Co., Northwood 3271.

1956 (Sales, Tel. Hitchin 2037)

1956 (Sales, Tel. Hitchin 2037)

1956 (Sales, Tel. Hitchin 2037)

1956 (Sales, Tel. Hillman Minx Mk, VIII de luxe, one entted, private; £575.—Wembley 7495 evugs. [5346]

HILLMAN Minx convertible, 1957, 5,000 miles, slow 265 after 7 p.m. any inspection.—Tel. Wilson 1956 Series I Hillman Minx drop head coupe, excellent condition, fitted with heater, radio, Ace Rimbellishers, etc.: £710.

ARTHUR WOOD & SON (MOTORS). Ltd., Redhouse Garage, Middlemore Lane, Aldridge, Walsall, 2007. A RIBOR OF CONTROL OF 1930 15,000 miles only; £575.—Hale Motors. Tot. 12077

1955 model Hillman special saloon, heater, magnir, suaranteed; £480; payments.—Vauphan; 17, Astwood Mews, S.W.7. Fro. 1319. (24078

1957 owner, radio, heater; choice of three; £689; hp.. 3 months' guarantee, exchanges.

PREMIER MOTORS, 295. Lewisham High St., & £13

Lee Green 103

1952 terior. in 100% condition throughout, guaranteed 3 months; £410.

ALTWOOD GARAGE, Altwood Rd., Maldenhead. Tel. Littlewick Green 50; evenings and week-ends. Littlewick Green 50; evenings and received for the first of the first Northwood 3271. [U5129/2]

575 gns.—Hillman Minx 1956 de luxe salon, grey,
575 heater, one owner, excellent condition; written
guarantee; terms, exchangea.—Rowand Smith, below:—
95 gns.—Hillman Minx 1953 de luxe salon, silding
changea, list, open 9-7 week-days and Saturdays.—
Rowland Smith, Hampstead (Hampstead Tube). RC4018

1666 2641.

CAUFORNIAN 1956 (June), Slocombes, Ltd., are ALFPORNIAN 1956 (June), Slocombes, Ltd., are definited marque, finished in dual green and fitted heater, this spotless carriage has a recorded mileage of 10,589 and carries our unique guarantee; £635; exchanges and terms welcomed, existing h.p. settled,—95-52, Dudden Hill Lane, N.W.10, Will, 4668-3934 adjacent Dollis Hill tube, bases 8, 52, 236 and dream to the Tip pass the door.

HILLMAN 1954 (Sep.) Hillman Californian saloon, ivo blue top, one owner, 17,000 miles: John Gray, 20, Hermitage Lane, N.W.2. Sp 1242
1957 Hillman convertible, 2,400 miles, under delivered new, still as new; £875.—Northwood 5271.
1958 Hillman Minx de luxe, 2-tone, heat other extras, black, undersealed, cost £860; 4,000 miles only; £760.—Faraboroug 1939 Hillman 14 4-door saloon, good runner, bargain at £95; exchanges, terms.—Br Motors, 180-184, West End Lane, N.W.6. Hampstee 1953 Hillman Minx convertible, black, red interior excellent condition, £445 or terms; 1954, grey, heater, £515 or terms.—Hillwood Motors, Mill (London) 4252. 1956 (June) Minx convertible de luxe Mark VIIIa black/red, heater, radio, spotlight, excellen condition, 19,500 miles; £625.—Hawthorn Lodge, Row. condition, 19.500 miles; £625.—Hawthorn Lodge, [370]

1957 (August) Minx Series I de luxe saloon, \$2.500

1957 (August) Minx Series I de luxe saloon, \$2.500

1957 (August) Minx Series I de luxe saloon, \$2.500

1057 (August) Hillman Minx de luxe, 4.000 miles, 1000

1057 (August) Hillman Minx de luxe, 4.000 miles, 1000

1057 (August) Hillman Minx de luxe, 4.000 miles, 1000

1055 (August) Hillman Minx de luxe, 4.000 miles, 1000

1055 (August) Hillman Minx de luxe, 4.000 miles, 1000

1056 (August) Hillman Minx de luxe, 4.000 miles, 1000

1057 (August) Hillman Minx en expectation of the series of the s bourne Grove, W.I.I. Bayswater 4274.

[C4055]

7 Hillman Minx saloon, pale grey and sea crest green, 3,000 miles, beater, as new; 2750.

Richard Green, 3,000 miles, beater, as new; 2750.

Richard Green, 14,000 miles, beater, as new; 2750.

Richard Green, 15,000 miles, beater, a MICHAEL, CHRISTIE MOTORS. Bicester Ro., 1918.

1958 model, registered Sept., 1957, Hillman Minx, 1958 model, registered Sept., 1957, Hillman Minx, 1958 model, registered Sept., 1957, Hillman Minx, 1958, Hoshier of Norwich, Chapelfield Garage, Norwich, Tel., 24184, Cliffed Land, 1958, Hillman Minx, 1958, Fed leather Interior, 4-door hillman, 1958, Hillman Minx, 1958, Fed leather Interior, 4-door hillman, 1958, Fed leather Interior, 4-door hillman, 1958, Fed leather Interior, 4-door HILLMAN Minx biack, red leather interior (C1166) is alsoon de luxe, in impeccable condition, new radio, heater, wing mirrors, etc. any trial or test, A.A., R.A.C., etc., invited, registered Feb. 1955; h.p. terms arranged or exchange for early car; price £415 or near offer,—Tel. Wai, 7989 evenings after 7.30 p.m., can be seen week-ends. can be seen week-ends. (C504a.)

HILLMAN.-1957 Mk VIII estate car, duo grey, red upholstery fitted with heater. H.M.V. radio, screen washer, rim-embellishers, overriders, twin spot lamps, twin reverse lamps, town and country tyres, taxed and other extras, total value approximately 2100 an opportunity: £735.—Worthing Motors, Ltd., 28, Broadwater Rd., Worthing. NOEL BELL, Ltd., offer 1956 Hillman Husky, choice of 2, dual colours;
Noel Bell, Ltd., Putney Vale, S.W.15. Putney
7851.
WARWICK WRIGHT, Ltd., offer:— 1957 Hillman Husky double duty, green and grey, the colours available.

Warwick Wrichtt, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050. [C4045] 1955 Hillman Husky, heater; £465. SIMPSON'S MOTORS (WEMBLE 2), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422, [C40]5 1956 Hilman Husky, famy, red, 8,000 miles only, Hilman Husky, famy, red, 8,000 miles only, famy, red, 8,000 miles only, clark & LAMBERT, Ltd., Trinity Place Garage, Clark & LAMBERT, Ltd., Trinity Place Garage, Eastbourne, Tel. 4660. Open till midnight. 1956 Hillman Husky, grey, mileage 18,300; 249; —Beadle, Spital St., Dartford, Tel. 3060 £435 —1955 (December) Hiliman Husky, one owher, excellent condition throughout, fitted extras.

—Putney \$530.

1956 Hillman Husky, one owner, 2-tone, low mileage, heater; £500.—Salmons Garages, Ltd., 2015 heater, wing mirrors, etc., excelled the state of the state 1955 6.7 Hillman Kinx estate required, top cash payment, no dealers.—Box 4945. [3840 NEW Hillman Husky required; cash payment.—81, Alresford Rd., Winchester. [W4087 P Cash prices.—Hampstead High St. N.W.3. Ham XXX Excellent cash price offered for good Hillman.—H. F. Edwards, 154. Great Titchfield St., London, W.1. Langham 0012. (W2003) ALMOST new Hillman required immediately.—
Morley, 76, Cambridge Road, Kingston, Kingston, (W3016/R

NORMAND, Ltd. FIRST-CLASS mechanics and highly efficient super-vision produce the best results.

ORMAND, Ltd., 405-9. King St., W.6. Riv. 3665.

(0230 PLENTY of spares and reconditioned units for all models, 1934-57 and ex-W.D.; we have the largest stocks, everything available, no waiting; c.o.d. service, R. J. GRIMES, Ltd., Haddeigh Garago, Maripit Lanc. Coulsdon, Gurrey. Tel. Uplands 3637 and 9626. MODERN SERVICE GARAGE, Wimbledon (Rootse Main deslers); speedy service on all Hilmans. Humber and Sunbeam spares and all accessories.—Wim-HORCH
1939 Florch (Auto Union) foursome cabriciet, 8speed gear box De Dion back end, immaculate condition; £475.—Macaulay 2211. [2849 1948 2-door convertible, beautifully maintained. offers invited.—Crown Garages, Albany St., (C1144 H.R.G. 1950 H.R.G. 1500 standard black 2-seater, well cared for; £425.—Pickles, Fin. 0923, (3726 HRG wanted, 1937-47 model, in good condition.— Orp. 22433. 154, Lancing Rd., Orpington. ROWLAND SMITH'S the HR.G. buyers, cash prices -Hampstead High St. N.W.3. Hudson MOTORS, Ltd., Great West Rd., London, W.4. Co. Chiswick Scil.,—First-class service for all Hudson Carbinates Scil.—First-class service for all Hudson Carbinates and Scil.—First-class service for all Hudson Carbinates (Oofs.). HUMBER R COTES HAVE available a range of Humber cars of very low DEVONSHIRE House, Piccadilly, W.1. Grosvenor (10106 R DICKS. 1950 Humber Super Saipe much above average condition, £350.

DICKS CAR EALES, Ltd., Exeter Rd., Kilburn., N.W.6., Tel. Cladstone 7175. (C1072) GEORGE HARTWELL HUMBER Pullman 1952, black, 35,000 miles only. chauffeur maintained, almost as new; £1,000.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079] REG TIMMS offers:-1950-51 Humber Pullman limousine, black, fitted good tyres, nominal mileage; &695; hire purchase and part exchanges.—Luton 3954.

OEL BELL. Ltd., offer 1956 Humber Hawk, black, red. trim; £698. NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. PEDIGREE CARS offer:-1956 Humber Hawk saloon, special two-tone, bl. only, fitted radio, many extras, one original owner from new, £775.—540, Euston Road. N.W.I. Euston 788, COSO TOM GARNER, Ltd., offer:--1957 Humber Hawk (new peries) saloon, grey/alue, 1957 htr., radio, 12,000 miles only: £1,225.
1956 htr., radio, many extras; 16,000 miles; £858 TOM GARNER, Ltd., 10-12, Peter Sc., Manchester, 2. Blackfriars 2658-67. HENLYS OF MANCHESTER. HUMBER Hawk 1956 (July), black with red leather, speedo 16.114, overdrive, radio, heater, acreen washers; £825.

1-5. Peter St., Manchester. Blackfriars 7843. GLANFIELD LAWRENCE Offer:-1955 Humber Hawk, grey, heater, 19,000 miles, one owner; £665.—407, High Rd., N.12. Finchley (C2053) H. A. SAUNDERS, Ltd., offer:-1955 Humber Hawk saloon, black, red upholstery, recorded mileage 21,713, heater and overdrive: £695.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Pinchley, N.12. Hillside 5272 (8 lines). [C4092] WARWICK WRIGHT, Ltd., offer:-WARWICK WRIGHT, Ltd., offer:—

1955 Humber Gueer Snipe salcon, black, red upholstery, 20,000 miles; £775.

1956 Humber Hawk Mark VI (overdrive) salcon,
grey and blue, grey upholstery, radio and
heater, 12,000 miles; £850.

1956 Humber Super Snipe (automatic) salcon, grey
and blue, blue upholstery, heater, 22,000
miles; £1.125.

1956 Humber Mark VI de luxe salcon, black, red
upholstery, heater, 7,000 miles; £850.

(November), Humber Pulman Mark II
lumousine, black, black leather and fawn
upholstery Loudon miles; £856.

Wood Rd., Lendon, K.W.S. Canningham 6050.

Village, Bullman Mark II
lumousine, block black black of 5050.

Codes

HUMBER Pullman limousines, 1949 1952 cho fitted heaters, from £595,—Hiford 5755.

GUY SALMON AUTOMOBILES offer: 1955 Humber Hawk saloon, heater, genu files; £695.—Portsmouth Files.
HENLYS offer with 4 months' guarantee:—

1956 Humber Hawk saloon, radio, heater, one owner, grey with red and cream interior; E845.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please
Ask for Mr. Gray, Gulliver 5721.

HENDON CENTRAL GARAGE, Ltd., offer:—

Hendon Central Marko black, overdrive, taxed, the condition of the condition; £655.—Watford Way, Hendon Central, N.W.4. Tel. Hendon Central, S. C. 2034 A S LTD. Humber Pullman and Imperial seven-passenger cars. See under Limousthes. A Providence Court, North Audiey Street (Near Seitridges). Mayfair 2941.

ALFE & SAUNDERS LTD, Liminolander Street. (Near SeiProvidence Court, North Audley Street. (Near SeiIridges). Mayfair 2941.

Harnsbes, we are oulding deck and bearers on the
Harnsbes, we are oulding deck and bearers on the
Harnsbes, we are oulding deck and bearers on the
Alfe AND SAUNDERS COACHBUILDERS). Ltd...

A Station Approach, Kew Gardens, Richmond 1161.

Chilozophia Andrew Comment of the August 1161.

A Station Approach, Kew Gardens, Richmond 1161, [C1102]

1952 Humber Super Snipe, radio, heater, outscanding condition; £375.

SCOTT CARS, 341-547, Finchley Rd., Hampstead, London, N.W.S. Hampstead 8676/7779. [C4016]

CAMDEN MCTORS for Humbers, selection from our stock of post-war saicons and confertibles:—

1957 Humber Hawk saloon with overdrive, heater and radio, late property of a Director of local Rootes group agents, a small mileage car superbly maintained and quite immaculate throughout; £895.

1956 Humber Hawk saloon in two tone grey with overdrive, heater and radio, another one owner car, faultless mechanically, moderate mileage very carefully doine, undersealed; £775.

1955 Mimber Hawk Mark VI overdrive saloon with oh, v. engine, late 1954 delivery, 2 owners, taxed privately, Corinth blue, red hide, specimen car; £455.

1954 Humber Hark Mark V saloon, one private owner since new chauffeur driven and maintained, unblemished bodywork, brand new tyres, rim 1951 Humber Super Snipe Tickford drop head 4.5-105 seater coupe, special model which originally cone change of owner, moderate mileage, unique opportunity; £305.

tunity: £395.

400 priced catalogue
CAMBEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges.

1956 Humber Super Snipe saloon, one owner,
trey and blue with grey interior; £925.

PASS & JOYCE, 184, Great Forland St. (2013)
Museum 1001.

1953 Humber Hawk, black, very smart car; £495.

(C3139)

Northwood Hills Motor Co. Northwood 3271.
(C3139)

Lather Mk. V saloon, radio, heater,

1953 (August) Hawk Mk. V saloon, radio, heater immaculate; £475.—Bridge Motors, Leather. head 2564.

P. ULLMAN, May 1955, Mark IV limousine, Blue Diack, 21.295.

DULLMAN, May 1952, Mark III limousine, cloth rear, heaters, radio, black, 21.295.

DULLMAN, May 1952, Mark III limousine, cloth rear, loose covers, heater, radio, one private owner,

rear, loose covers, heater, radio, one private owner, black: £1.045
DULLMAN, July 1940, Mark I limousine, cloth rear, exceptional; £395
Jack ALPE LIMOUSINES, 50, Marylebone High St., W.1. W.1. W.1beck 1124,
1955 (October) Humber Hawk, blue with red interior, one local owner, authenticated 3,000 miles only, fitted overdrive; £775,
M. J. HUGHES, Ldd., 19, The Highway, Beaconsfield. Beaconsheld 644.

1956 (May) Super Snipe. an absolutely melarical solution of the first test. 21.550.—Apply Box 4951. a box 4951. a 1956 (May) Super Snipe. an absolutely unmarked, 9000 miles, one-owner car, black, red in-

terior: £845 CLARKE & SIMPSON, Ltd., 49, Sloane St., S.W.1. [C1048] 1955 Humber Hawk, radio heater, one of the farman Motor Co., Ltd., Downing St., Farnham Tel 4873-4. [C2110]

St., Farnham. Tel 4873-4.

1954 Humber Hawk, black, red interior, heater, one change of owner, only engine; £595 or terms.—Hillwood Motors, Mill Hill (London) 4232.
[CZ108 1954 humber ange of owner, the forms Hill wood Motors, Mill Hill (London, 1958) humber Hawk saloon, latest type, overdrived to mides, exchanges, etc.—Wesser Motors, Ltd., Andover, Hants. Tel. Andover 2222 Motors, Ltd., Andover, Hants. Tel. Andover, heate when the salest track black, red leather, heate when the salest track black, red leather, heate when the salest track black red leather, heate when the salest track black red leather, heate when the salest track black red leather.

Motors, Ltd., Andover, name 10405 1955 model Hawk, black, red leather, heart 5575 moderate mileage, one owner, as new, 2575 Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.I. liverthorne Moors.

ton 7811
UTOMATIC 1956 Super Snipe, grey and blue, raci,
theater, seat covers, screen washers, £995.—John
& Brown, 268-270, High St., Bromley, Ravensbound
(C207)

1934 Humber Hawk de luxe saloon, one owner, radio, heater, etc., well maintained and in excellent order: £575.—Clayton's Cars (London), Ltd. 17, Bruton Place, London, W.I. Hyde 9184. [CloSo 1954 ninent condition throughout, written guarantee; £986; exchanges, terms.—Shalless Eng. Co. Whyteleafe Sn., Surrey, Up and 538 Eng. Co. Whyteleafe Sn., Surrey, Up and 538 below the salon one careful owner, moderate mileage, any trial or examination £675.

ne careful owner, moderate mileage, any triai or examination & 675.

M. LAREN & COX. Ltd., 928. High Rd., North Pinch y. N.12. Tel. Hillside 0560/6306-8. [C3063 1955] model Humber Hawk Mark VI sa oon, heater, 1955 overdrive, radio, one owner; & 575.—L. F. Dove, Ltd., 115. Addiscombe Rd., Croydon. Tel. Addiscombe 3066.

Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addis-combe 3066. Hawk saloon, 1956, blue with belge uphol-terly, fitted radio, heater and overdrive, 40,000 miles only, an immaculate car; £795.—Newbury Motors, Ltd., Manor Lane. Halesowen. Tel. 1641. 2 tone 5415-1956 (March) Humber Super Spiner of the State grey. Tree overdrive. Town in the heater overdrive. Owner low milesge; £895.— Dobsons. Ltd. (Humber Agents) Staines 801. [C1074]

HUMBER

1950-51 Humber Super Snipe, in very good condition, fitted a host of extras; £515.—E. Casey,
Ltd. Willesden 4548.

AZ MOTORS offer:—1955 Super Snipe Mark 1V
salcon, radio, heater, spotlight, screenwashers,
remarkable value, £475; Also 1949 (Regd.) Snipe 7seater Limousine; £325!—Paimerston Rd., NW.6.
Mai, 4723.

Mai. 4723.

Mai. 4723.

Series Mk. VI Humber Hawk, grey with recordive an impressive and economical car: 2655.

Joseph Mai. 4723.

Joseph McCommission of the control of the condition; written guarantee; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041.

1952 (Aug.) Humber Super Snipe saloon, blaci tained, 4 new tyres, taxed year, heater, screen washer guaranteed 40,000 miles; £395.—R. S. Mead (Salos Ld., 42, Queen St., Maidenhead. Tel. Maidenhea

A LPE & SAUNDERS LTD. require Limousines or Imperials in above average condition.

A & S Ltd. Providence Court, North Audley Street, Nary S Ltd. Providence Court, North Audley Street, HUMBER Super Snipe automatic saloon required; Cash payment.—81, Airestord Rd., Winchester. (W4087

ROWLAND SMITH'S the Humber buyers; highest cash prices.-Hampstead High St., N.W.3. Ham (W4018, B 6041
PEDIGREE ESTATE CARS urgently require tood chatac cars; cash or in exchange.—540, Euston Rd., N.W.1. Fuston 789.
XXX Excellent cash price offered for good the control of the control

Langham 0012, Iwana Titchfield St., London, W.I. Langham 0012, Iwana Titchfield St., London, W.I. Langham 0012, Iwana Langham 1012, Iwana Langham ALMOST new Humber required immediately.— Morley, 76, Cambridge Road, Kingston, Kingston, (W3016/R

Humber Spares and Service
THE Humber specialists for all spares.—See "Parts & Accessories," Hadleigh Garage.
THE Humber specialists for all spares. Tel. Uplands 5537. See advs. under Parts & Accessories, and the spares.

ISETTA GUY SALMON AUTOMOBIL

BMW Isetta specialists; come and try this fas-cinating little car here. 1958 model British B.M.W. Isetta Plus, right-hand of the condense of

1957 B.M.W. Isetta motor coupe, as new; a Desborough Park Autos, High Wycombe S&S MOTORS.—New Isetta de luxe modei Iron stock.—18 Leinster Terr., W.2. Pad. 6174

1957 250cc Isetta de luxe, heater, one owner, b't finish: £519-10: terms, exchanges.—Clauc Rye, Ltd., 895-921, Fulham Rd., S.W.6, Renown 617.

V&F MONACO MOTORS.—Official B.M.W. Isetta demonstrations.—363, Fulham Rd., London. S.W 10 Tel. Flaxman 4556.

JAGUAR XK120, 140 & 150 FRED WARNELL offers:—

1954 KK120, B.r.g., excellent condition through the first but not immaculate; obviously a snip at FRED WARNELL AUTOS, Ltd., 242-248, Woom 11 1410, Grand Whipps Cross, Lea Bridge Rd.). Committed the first condition of the first but and the first b

1955 Jaguar XK140 fixed head coupe specific equipment, C type mods., grey, 25,000 mls

E1.185.

TOM GARNER, Ltd., 10-12. Peter St., Manchester. 2
Hanctfriars 9265-6-7.

HENLYS OF MANCHESTER. JAGUAR XK140, 1956, special equipment. F.H. coupe, overdrive, wire wheels, radio, low mileage; 41,295.

1-5. Peter St., Manchester. Blackfriars 7843.

DERFORMANCE CARS, Ltd.

1956 xK140 drop head, 11,000 miles specimen.
1955 grev red, radio, heater; 21,245.
1955 xK140 drop head, 13,000, superb, black:
1955 xK140 roadster, superb B.r.g.:

1955 AKL20 drop head, grey, radio, £795, 1955
1954 XKL20 drop head, grey, radio, £795, 1955
1953 (Oct.) XKL20 drop head, black; £695, 1953
1952 XKL20, drop head, black; £695, 1953
1952 XKL20, drop head, black; £765, 1952
1952 XKL20, drop head, black; £765, 1952
1952 XKL20, drop red hide, £55, 1952 XKL20, drop red hide, £55, 1952 XKL20, drop red hide, £75, 1952 XKL20, drop red hide, £75, 1953 88100
1952 THE above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 541

PORTSEA MOTORS, Ltd., offer:-1951 Jaguar XK120, most beautiful condition, mechanically magnificent: £465.—Portace Motors, Ltd., 342, Finchley Rd., N.W.3. Opoosite Finchley Rd. Tube Station. Ham. 9661.

TOLWORTH MOTORS, Ltd., 0ffer:...

1956 model XK140 convertible, 16,000 miles, C-type head, wire wheels, etc., radio, loose covers;

1955 XK140 hard two, radio, Michelin X tyres, spots, rim embellishers, etc.; £1,085.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

DUNCAN HAMILTON & CO., offer:

1956 series XK140, f.h.c. blue, blue interior, C type engine, overdrive, wire wheels, etc., one

owner; £1,275.

1956 XK140 f.h.c., 18,000 miles, special 2 colour tyres, turbo discs, cut away rear spats, etc., unmarked; £1,235.

OPEN all Saturday.—35, High Rd., Byfleet, Surrey. CHIPSTEAD MOTORS, Ltd., offer:—

XK120 drophead coupe 1954 series, immaculate in auede green, complete with radio. Chrone rims, specimen car in every way.

POADSTER XK140, recorded mileage 12,000 only, finished in back with red leather and wheels, extras, superb condition, spare unused.

FABULOUS XK140 full type special equipment drop thead, one careful owner, for the discerning buyer; this car is fitted with Borrani lightweight wheels, this car is fitted with Borrani lightweight wheels, the page of th

1951 Jaguar XK120 sports, red; £495. MONTROE MOTORS (N. H. Boswseil), 91-95, Eppin Mew Rd... Buckhurst Hill, Essex, Buckhurst (C306) 1955 Jaguar XK140 hard top, radio; £1,075.

TAYLOR & CRAWLEY, 42a, South Audiey St. (entrance Adams Row), Mayfair, W.I. Gro. 6881.

WOKING MOTORS, the Jaguar Agents, offer:—

1956 (May) XK140 drop head coupe, colour blue head, twin exhausts, wire wheels, high axie ratio H.M.V. radio, one owner, guaranteed 8,000 miles serviced only by Jaguars; £1,375.—Maybury Hill Woking 4277.

COOMBS & SONS (GUILDFORD), Ltd., offer:-COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR XK140 fixed head coupe, finished in pearl
grey with red hide upholstery, fitted with an
1981 1, 2003-button radio, turbo discs, etc., March.
1982 1, 2003-button radio, turbo discs, etc., March.
1982 1, 2003-button radio, turbo discs, etc., March.
1983 1, 2003-button radio, turbo discs, wing mirrors, etc., 20,000
miles only, specimen car, June, 1955; £1,135.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford, Surrey, Guildford 62907-8-9,
1954 20,000 miles, unmaculate,

PRANCIS MOTORS, 398, Humberstone Rd., Leicester,
Tel. 66304

1954 XK120 fixed head coupe standard model. two-tone grey and margon with red uphof-

stery.

FRANCIS MOTORS, 395, Humberstone Rd., Leicester.

Tel. 66304. (C2131 1951 XK120 hard top with lots of extras and modifications, in excellent condition through-

today it seeds and the section condition throughout 1555 SCOTT CARS 341-347. Finchley Rd., Hampstead, London, N.W.S. Hampstead 8676-7779. [CQ016]
1955 Jaguar XK140 hard top coupe. C type ended on the section of the s

SPEED MODELS (Brian Fingless). 54 Warren St., Euston Rd., W.1. Euston 2156; after 6. Livingstone 777.

1955 (Oct.) Jaguar XK140 fixed head coupe, special equipment model, black, 14,000 miles, taxed year and in first-class condition; £1,195.—Castle's, Church Oate, Leicester 23851.

10000 miles only, one owner, Jaguar XK140, Bxed head coupe in immaculate condition; £1,150.—Creamer, 12, Drayson Mews, Kensington, Western 1275.

XK140 fixed head coupe, black, red interior, xK140 fixed head coupe, black, red interior, gear box, radio, heater, 4,600 miles only.—John Ireland (Wton.), Ltd. Tel. Wolverhampton 22134, [3254 8000 heater, overdrive, suit cases, superb example, one owner, as bew, guaranteed —C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731.

mobiles, 45c, Holland Park Mews, W.II. Park 5731.

1954 (November '55) Jaguar XK120 convertible (C5061)

1954 (November '55) Jaguar XK120 convertible coupe. Westminster green, radio, heater, high axle ratio, fog lamps screen washers, Michelin X tyres, low milease, exceptional condition; £485.

Plough Corner Garage, Byfleet 22.

Surger Grove, Cheshire, Tel. Stepping Hill 4412-5.

JULY 1955 XK140 green convertible, unraced and Junmodified, immaculate condition, fitted heater and many extras, genulme mileage of 15,386, two fastificus owners, £1.150.—The Window Box Garage, West Horsley, Surrey, Tel. East Horsley 66, [5199]

1954 Jaguar XK120 d.h. coupe, special equipment, wire wheels, newly painted, off-white, new black hood, 27,00 miles, one owner, showroom condition, rear seat fitted, taxed year, first offer over £825.

William Hulter & Co., 40, Piccadilly, Bradford 53600

1953 XK120 roadster green with green leather beater, etc. exceptional throughout, property of our Managing Director, must be seen; 2625.—Kingham Motor Co. Ltd., 191. Forest Rd., London, E.17. Tel. Larkawood 720.

Larkwood Januar XKI.20 fixed head couper this care 1955 is fully modified up to XKI.40 specifications in every detail; the modifications—were carried out m Jaguar works; finished in ivory with red hide uphoistery and fitted with H.MV. push-outton radio, heater, screenwash, etc.; this car is in 1958 condition throughout and the mileage is guaranteed at 14,000 since new; a unique opportunity to buy a very exceptional sports car. 825. Ltd., 157, Hoylake Rd., Moreaton, Cheshire. Tel. Arrowebrook 2215. [T5007]

CRESSCARS, Ltd. XK120, 140 & 150

£539—Exceptional 1951 XK120. See our advertisement under Sports Cars columns. [C1125]
H. BANTLETT. the XK120 and XK140 buyers. [W1013]
REQUIRED, as new XK140, must be immaculate, low milesage, private buyer.—Box 4744. DUNCAN HAMILTON & Co. urgently require
Jaguars -55. High Rd. Byfleet, Surrey. B

PRIVATE buyer requires immaculate XK140 drop head; absolutely first-class, low mileage, over-drive, etc.—Howkins, Nuthall, Notts. Bulwell 278455.

JAGUAR Mark VII & VIII PEDIGREE CARS

1955 Jaguar Mark VII, grey, grey interior, over-top of drive, very immaculate low mileage specimen car, Michelin X tyres; £885.—340, Euston Rd., N.W.I. (C508) KENNINGS, Ltd., offer:-

1955 Jaguar Mark VII M type, black with red in-Rimbellishers, loose coverdrive, fog and spot lamps. Acc out: £895.—84-90, Holland Park Ave., London, W.II Park 5077. R. HARDY & SON offer:-

1956 Jaguar Mk. VII. M-type overdrive, red upholstery, low mileage, one of the coats. See Section 1955. DAVY" Ltd., Jaguar agents.

AGUAR Mark VII de luxe, radio, modified steering, excellent condition; £695,—215, Brompton Rd., excellent condition; £695.—215, S.W.3. Kni. 4215. TOHN HINE CARS, Ltd., offer:—

1955 Jaguar Mk. VII M type, overdrive, heater, motor car; £925.—1, Central Parade, St. Mark's Hill. Surbiton. Embridge 8556.
MPERIAL MOTOR MART offer:—

1956 model Jaguar Mark VII saloon, fitted radio, tieship grey and red; 2875.

MPFRIAL MOTOR MART, Jaguar Distributors for Gloucestershire, Cheltenham 205-6. [3155]
GREENHILL MOTOR Co. offer:—

1955 Jaguar Mark VII M type saloon, grey, red 1955 upholstery, overdrive, 24,000 miles; £945, WARWICK WRIGHT, Ltd., Lord's Court, £t, John's Wood Rd., London, N.W.8, Cunningham 6050,

DUNCAN HAMILTON & CO., offer:

1954 Mark VII type M, black, beige interior, over-example: £675.
OFEN all Saturday.—53, High Rd., Byfleet, Surrey. Byfleet 5101.
WANMORE GARAGE, Ltd., offer:—

1954 Mk VII. 2-tone grey with red leather. low mileage, very immaculate: £775.—1176-1160 Christchurch Rd. Boscombe East. Southbourne 45344 DORIYSE MOTORS, Ltd., offer:—

1955 Jaguar Mark VII, automatic, radio, grey, red 1954 Jaguar Mark VII, overdrive, radio, probably 1954 Jaguar Mark VII, overdrive, radio, probably 1956 the Frest example available, specimen car;

1953 Jaguar Mark VII, radio, amazing condition, must be seen; £675.—Portsea Motors, Ltd. 142, Pinchley Id., N.W.3. Opposite Finchley Rd. Tube Station Ham 9661. tation Ham 9661 WILLIAM GORDON CARS offer:-

1955 model Jaguar Mark VII type M saloon, one leather interior, overdrive, radio, heater, etc., very well maintained; £955.

1954 tions, ivory, ocelot covers, radio, heater, etc., unranged to the covers, radio, heater, etc., unmarked condition: £685.—Sovereian Road Garage, Earlsdon, Coventry, Tel. £6315.68349, [CZ102 TOLWORTH MCTORS, Łid., oiter:—

TOLWORTH MOTORS, Law, automatic, low mileage, and and one owner, completely immaculate, 61,125.—Kingston By-Pass. Tolworth. Eimbridge 2234.

VEYBRIDGE AUTOMOBILES offer:-

PEYBRIDGE AUTOMOSILES oner:—

1957 Jaguar Mk. VIII saloon, duo Sherwood green radio, overdrive, twin wing mirrors, etc., one owner, 4500 miles only, condition as new, throughout; £1.775.

1956 Jaguar Mk. VII saloon, dual black/green titled radio, one owner, 17,000 miles, superb condition throughout; £1.295.

VEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2235.

(24054

MARTIN MOTORS (HIGHGATE), Ltd. 1955 Jaguar Mk. VII series M. overdrive, grev terms or part exchanges.—Higheste Village, N.S. Mountview 3415-4. HENLYS offer with 4 months' guarantee:—

1955 Jaguar Mark VII saloon, overdrive, one ownsr, 1955 suede green with green interior: £965.
HENLYS, Ltd., Henlys Corner, North Circular Rd., Nw.11. Please ask for Mr. Edwards. Finchley 0001/9782.

0081/9782. Jaguar Mark VIII M. black/silver, auto-1956 matic transmission, 15,000 miles, fitted other extras; £1,1958 GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Spc. 1196. (C1097

JAGUAR Mark VII & VIII
WOKING MOTORS, the Jaguar Agents, of

1954 Mark VII saloon with overdrive, B.r.s., £725.—Maybury Hill, Woking 4277. [C4057 S. H. NEWSOME & Co., Ltd., Jaguar distributors.

Mark VII, black, biscuit upholstery, radio, one owner; £675.

1955 stery, radio, one owner, low mileage; £1.090 stery, radio, one owner, low mileage; £1.090 far upholstery, Michelln X tyres, one owner.

OO miles, £1,295.

H. NEWSOME & Co., Ltd., Jaguar Specialists, Corporation St., Coventry, Tel. 5061. [5958]

JAGUAR Mark VIII saloon, finished in two-tone grey with red hide upholstery, fitted radio, heater, etc. genuine 4,000 miles, very late 1957, one owner car if completely "as new" condition; £1,750.

JAGUAR Mark VIII series M saloon with overdrive Jaguard Mark VIII series M saloon with overdrive one owner since supplied new by us in 1955; moderate mileage only, Michelin X tyres, first-class condition; £925.

one owier and the mileage only, Michelin & 1970.

Red., Guildford, Surrey, Guildford 62907-6-9

[Clos7]

Red., Guildford, Surrey, Guildford 62907-6-9

[Clos7]

[Clos7]

[Clos7]

[Clos7]

[Clos7]

[Clos7]

[Clos7] JAGUAR Mark VII, full automatic, small mileage, unmarked in every respect, green; £1,195.
CUNTY CARS, Lid., 50, Oldham Rd., New Cross, Chanchester, 4, Tel. Central 9257, [4001]
1955 blue with blue interior; £1,095.
PASS & JOYCE, 184, Great Portland St., W.I. Museum 1001.

Teum 1001.

1954 drive, black, grey leather, one owner, 34,000 miles only an immaculate car; £745.

PHENIX MOTOR Co. (SURREY), Ltd., Phonix High St., Sutton, Surrey. Vigilant 0161.

1955 Mark VII M saloon, overdrive, radio, loos covers, one owner, superlative; £975.—Se

1955 covers, one owner, superlative; £975.—See under 1956 (May) Jaguar VII automatic saloon, one owner, low mileage, superlative; £1,195.

R 19CO, Ltd., Providence Court, North Audley St., W.I. Hyde Park 2952-34.

1957 Mark VIII, black with red leather, Borg Warner, under 2,000 miles; £1,575.—City Motors, Gioucester St., Oxford 4602! Miles called the June 1960 miles and solve the saloon, in the saloon, in the saloon, in mileage about 40,000, magnificent vehicle.

L AMBS OF WOOD GREEN (Established 1897): 100 magnificent vehicle.

L AMBS OF WOOD GREEN (Established 1897): 100 magnificent vehicle, 20052.

The Mark of Wood Green (Established 1897): 100 magnificent vehicle, 20052.

1955 model Jaguar Mk. VII M type, ivory/red, over£835.—For, 6402.
1953 Jaguar Mark VII saloon, beater, guaranteed:
£855.—Bor, 6402.
1953 Laguar Mark VII saloon, beater, guaranteed:
£855.—Bor, 6651.
1952 Mark VII, spotless condition; £625.—Goldon
4227.

1955 Jaguar Mark VII, grey/red hide, radio, h

1954 Jaguar Mark VII, blue/blue hide, heater, immaculate condition; £695.—I Garages, Ltd., High St., Amblecote Stourbridge

Garages, Ltd., High St., Amblecote Stourbridge 5138.

1955 M.type Jaguar. one owner, all extras. 2985.
London. W. Euston 2887
ROSE & YOUNG, Ltd., ofter 1987 Jaguar Mark VII automatic saloon, 9,000 miles only, one owner, unmarked throughout, black and grey; £1.595.

1955 Zest.
1956 Zest.
1957 Zest.
1957 Zest.
1958 Zest

1957 Mk. VIII black and green, suede green le overdrive, 15,000 miles only; £1,775,-western Motors, Station Rd., Reading 55281. Western Motors, Station Rd., Reaging 52604.

1955 (Sept.) Jaguar Mark VII M saloon, blue/
blue, one owner, 25,000 miles, overdrive,
taxed; 2925.—Black Horse Garage, Richmond 6441.
(C1116/1

taxed; £225.—Black Horse Garage, Richmond beat.

1954 (Apl.) Jaguar Mk, VII. overdrive, on Corner.

1954 (Apl.) Jaguar Mk, VII. overdrive, on Corner.

1954 (Apl.) Jaguar Mk, VII. overdrive, on Corner.

1958 (Apl.) Jaguar Mk, VII. overdrive, on Corner.

1958 (Apl.) Jaguar Mk, VII. overdrive, on Corner.

1959 (Corner.) See Corner.

1959 (Apr.) Application of Corner.

1950 (Corner.) Application of Corner.

1950 (Corn

1956 (May) Jaguar Mark VII M saloon, B.r. green, one owner, 15,000 miles, sun roof, automatic transmission, taxed; £1,250.—Black Horse [CIII.6]

Richmond 6441.

1954 24.000 miles only, overdrive, taxed Deceber, fautitess; £725, terms.—Philip Foster, 106, H St., Uxbridge. Tel. 4202.

JAGUAR Mark VII, 1952, 45,000, batileship grey, ii grey upholstery, regularly serviced, good tubel tyres, new battery, windscreen washers, heater; £7—Tel. Kensington 7447.

1955 (May) Jaguar Mk. VII type M sal overdrive and H.M.V. radio, belge interior, 26,000 miles, absolutely unmarked as

M. J. HUGHES, Ltd., 19, The Highway, Beacons-field. Tel. Beaconsfield 644, 1954 Jaguar Mk. VII saloon, overdrive, radio, et black and grey, bargain; £695.—Claylo Cars (London), Ltd., 17, Bruton Place, London, W.

BOON & PORTER, Ltd.

1957 Mark VIII automatic, black/grey upholatery, radio, 8,800 miles, one owner;

1955. 1954 Mark VII saloon, B.r.g., 25,000 miles, really CASTELMAU, S.W.13 (nr. Hammersmith Bridge), RIV. 4444.

CASTELNAU. 6. W.13 (CIGAR RIV. 4444.

1956 Jaguar Mk, VII M type, overdrive, light blue, upon condition; £1,095.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey, Tel. Molesey 4371 and 6199.

1953 Jaguar Mark VII, Ivory/green hide, radio, heater, excellent condition and value: £545; hire purchase, part exchange.—heating Garages, 1916. High St., Amblecote. Estourbridge (Molester, 1916), heater, maintained by Jaguar species; £645.—Chelms-lord 4404.

1953 Mark VII Jaguar (fitted M-type engine, approx. 7,000 miles), radio, heater, in excel-lent condition throughout, taxed; £625.—King's Motors, 1, High St., Hounslow 3532 or 2559. (C2048 1. right by, hounsies 3532 or 2539. (c) (22048)
1952 Jaguar Mark VII, fully converted to M-type miles, one driver only, Mirhelin X tyres, engineer maintained regardless of expense, coachwork as new; 2615—W. H. Watson-Armstrong, Sherbourne House, Northolt Rd., Harrow, Tel. Byron 5551, business hours, 18679.

1967

Jaguar Mark VII special equipment saloon, with grey leather interfor is match, fitted heater, very bod tyres, twin chrome passiamps, exterior mirror, this car was ecently used by the director for a 1.000 mile holiday and can be thoroughly recommended:

\$\tilde{E625}\$. Jaguar Mark VII M type saloon, finished unblemished black with brown leather interior, heater, twin passianppe, some superior of the salperior of the salperior

Mike HAWTHORN will undoubtedly pay the beat price for a Jaguar car.—Farnham 6363. [W4110 DUNCAN HAMILTON & Co. urgently require late Mark VII Jaguars.—33, High Rd., Byffeet, Surrey. [W1091 ALMOST new Jaguar required immediately.

Amorley, 76, Cambridge Road, Kingston, Kingston, [W3016/R]

NEWNHAMS, Ltd.

1957 (September) Jaguar 5.4 saloon, fitted over-drive: £1.575. NEWNHAM House, 235-245, Hammersmith Rd., Lon-don, W.6. Riverside 8646 (9 lines). (C5024)

1956 2.4 saloon green, overdrive, H.M.V., almost new Michelin X tyres, mileage 12,400, one 1930 new Michelin A Gree, owner: El.225.
CASTELMAU, S W.13 (nr. Hammersmith Bridge).
CASTELMAU, S W.13 (nr. Hammersmith Bridge).
[C1022]
CRED WARNELL offers:—

1956 Jaguar 2.4, black with red upholstery, special equipment, rev counter, heater, etc., plus overdrive and gradient meter, fabulous condition; .245.

"RED WARNELL AUTOS, Ltd., 242-248, Wood R.,
E.17 (off Whipps Cross, Lee Bridge Rd.). Copper[3885] HENLYS OF MANCHESTER.

JAGUAR 5.4, 1957 automatic saloon, mist grey, under-scaled, 7,802m.; £1,675. 1-5. Peter St., Manchester. Blackfriars 7843.

H. BEART & Co., Ltd., offer:

1957 Jaguar 5.4 saloon, in blue, grey interior, automatic gear box, under 4,000 miles; £1,685.—102, Kingston Rd. and High 82., Eingston-on-Thames, Kingston 3548.

WARWICK WRIGHT, Ltd., offer:—

1956 Jaguar 2.4-litre saloon, grey, blue upho radio and heater, 9,000 miles: £1,265. WARWICK WRIGHT, Ltd., Lord's Court, &t. Wood Rd., London, N.W.S. Cunningham CHIPSTEAD MOTORS, Ltd., offer:-

1956 special equipment, B.r.g., radio, etc., beau-Ave Will Park 3445-6 HENLYS offer with 4 months' guarantee:—

1957 Jaguar 2.4-litre saloon, special equipment, overdrive, one owner, grey with red interior; HENLYS, Ltd., Parkway, Regents Park, N.W.I. Piense ask for Mr. Gray. Oulliver 5721. [393] WOKING MOTORS, the Jaguar Agenta, offer:—

1957 3.4 saloon, grey, red, automatic gear box, 10,000 miles; £1,625.—Maybury Hill, Woking [C4037]

1956 (Oct.) 2.4, pearl grey, red hide, heater, radio, light of his consideration of his constant of his consta

1957 model Jaguar 2.4 28 calcon, mist grey, red leather one owner, 15,000 miles, guaranteed; LARKE & SIMPSON, Ltd., 49, Sloams Sq., S.W.I. Tel. Sloams 0436.

CTel. Sloane 0436.

JAGUAR 2.4, 16,000 miles, grey, one owner; £1.825.—
29, Bodenham Rd., Nerthfield, Birmingham. Tel.
75633 1956 (April) Jaguar 2.4 saloon, special equipment 21,000 miles unmarket throughout; 21,100 miles unmarket throughout; 21,136.

M. J. HUGHES, Ltd., 19. The Highway, Beconfield 64. [5877]

JAGUAR 2.4 & 3.4

3.4 Jaguar Dec. 1957, 1,000 miles genuine, demonstration car, automatic transmission, disc brakes, marcon, £1,000 o.n.o.—Tho. \$686.

3.4 Jaguar special equipment model, 4,000 miles, overdrive, radio, loose covers, immaculate condition; £1,625.—Pinner Motor Co., Pinner 456. [C3105]
3.4 Jaguar, only 4 months old, overdrive, disk brakes, wire wheels, radio, covers, link mats; owner bought Bentley.—Mumfords, Abbey Garage, right, was

1956 Aguar 2.4, special equip., 9,000, all modi-neations by Henlys, extras, as new, h.p. arranged; &1.19.—Loosemore, 225, Hempstead Rd., watford, Watford 2288.

1956 H.M.V. radio, excellent value; £1.175.—
Hewitts Garages, Ltd., High St., Amblecote. Stour-

1957 (July) Jaguar 5.4, grey red, overdrive, H.M. V. mths. guarantee; 4,400 miles, new condition. 5 mths. guarantee; £1,620.—Stanley Goodwin & Son. Ltd., Kidderminster. Tel. 2264. [5719

1957 Jaguar 2.4 (special equipment) saloon, 14,000 Ltd., 77. St. Martin's Lane, W.C.2. Temple Bar 5588.

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1954 type 2208 (l.h.d.) saloon; £1,095.

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OUR stock changes constantly current details on request; exchanges, deferred terms,—173, West-bourne Grove, W.11, Bayswater 4274. [C4035 TACK SMITH offers:-

1958 spries 1908L Mercedes drop head coupe, smoke 1958 blue-red under 3,000 miles, radio, spotlamps, taxed, original cost over £5,000, also 300 glt. Mercedes coupe, 13,000 miles only, birch grey, full maker's history, as new -23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. K NIGHTSBRIDGE offer:-

1957 (January) Mercedes-Benz 2208, finished gr tinental tyres, one owner, 10,000 miles, in brillia condition, full service history; £1,965.—1, Robe Mews, Lowndes Place, London, 8.W.I. Sloane 40

WARWICK WRIGHT, Ltd., offer:-

1957 Mercedes-Benz 2205 saloon, ivory and black.

The displayment of the control of the control

ESSEX distributors for Mercedes-Benz.

NEW 220S saloon, dark blue with grey striped up-170 diesel Mercedes-Benz, black finish, left-hand drive saloon, first registered October, 1954:

220S 1956 (Sept.) saloon, cream with red leather immaculate.
1955-6 220A, grey with blue upholstery, bench seat, one owner, low mileage car fitted

1955 220, black/red leather.

1953
1953
220 black saloon, left-hand drive.
NEW 2208 and 1908L available immediately; early
delivery of all models.
CAMBRIDGE MOTORS, Springfield Rd., Chelmsford,
Tel. 4881. Evenings, Danbury 218 or Chelmsford,
[C1149]

TAYLOR & CRAWLEY, Mercedes-Benz distributors

OFFER new

220S saloon.

190SL coupe. GUARANTEED used cars:

300 Cabriolet right-hand drive D 4-5-seater, 4-door, one owner, £2,350, luxe saloon, radio, heater, superb 300B condition; £1,475, 220S 1957 saloon, 6,000 miles, leather, immaculate; 180D 1954 saloon, in exceptional condition; £995.

180 1955 saloon, immaculate; £1.085.

180 1956 saloon, radio, low mileage; £1.235.

TAYLOR & CRAWLEY, 42a, South Audley St., (en. trance Adams Row), Mayfair, W.1. Gros. 6881

VINGSDOWN MOTORS, Mercedes distributors for the county of Kent offer for very early delivery.

220S 2-tone grey, hydrak.

220S Graphite grey and red tex.

90SL coupe, grey, red hide.

190SL coupe, grey, red hide.

KINGSDOWN MOTORS. Tankerton. Kent. Whitstable 2224.

KINGSDOWN MOTORS. Tankerton. Kent. Whitstable 2224.

MERCEDES-BENZ model 2208, mileage 13,300, real leather upholstery, like new in every way; £1,955. no dealers.—Putney 6842.

1957 new: £1,395.—Tolworth Motors. Ltd., Kinggoton By-Pass, Tolworth. Elmbridge 2254. [C4081]

300 SL. November, 1955, 19,000 miles only light grey blue upholstery, exceptional condition.—Hillfoot Steel & Tool Co., Ltd., Sheffield, 6. Tel. 43038; night 33233

ROSE & YOUNG, Ltd., offer: 1955 Mercedes-Benz 220A saloon low mileage, one owner since new, works maintained, immaculate condition, grey; £1,375.—65-69. Et-rahold Ave., Streatham Hill, S.W.2 (1) min, Streatham Hill SW2 (1) min, Streatham Hill SW2 (1) min, Streatham Hill SW2 (1)

MERCEDES-BENZ

MERCED ES-BENZ

Mercedes 250 cabriolet, overdrive, one-shot hood, leather upholstery, good condition: £225 o.no. new hood, leather upholstery, good condition: £225 o.no.—Tenth House, Chichele Rd. Oxted, Surrey. [3641 B. LACK AND WHITE GARAGES, Harvington 551, B. LACK AND WHITE GARAGES, Harvington 551, and Herefordshire main dealers.—The Midlands' intest Mercedes-Benz repair service and spares depot, unrivalled service by factory trained mechanics. 10203 £298.—Mercedea 170 1949, very nice condition, opportunity; many others; A.A. or R.A.C. exams. wellowed the second results of the second repair of the second rep

Park 5066-7. CHARLES CRUICKSHANK MOTORS, The Cer Bristol, I. Tel. 25290. Mercedes-Benz distribute the Weetern Counties. We invite enquiries for world famous Mercedes-Benz ars; brochure avail by retuin dem.nstrations arranged by appointment of the confidential out income facilities available [047]

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J. H. BARTLETT require low mileage 300SL Mercedes...-27. Pembridge Villas, W.II.

ROWLAND SMITH'S, the Mercedes buyers; highest cash prices...-Hampstead High St., N.W.S. Ham. (604). WOKING MOTORS, Mercedes distributors, urgently require all types Mercedes for cash.—Maybury Hill, Woking 4277-8. [W4057

Mercedes-Benz Spares and Service

SALES, service and spares, factory trained personnel,
—Main agents B. & K. Thomas, Ltd., 17/21, Loughborough Rd., West Bridgford, Nottingham. Tel. S2121
(5 lines).

Mes). [0966/R]

MERCEDES-BENZ (GREAT BRITAIN). Ltd. sales
service and spares.—58. Camberwell New Rd.,
[0962/R]
[0962/R]

MERCURY

1956 Mercury Montplair 4-door pillarless saloon.
power steering, radio, heater, one owner.

Absolutely as new.

SCOTT CARS, 341-547, Finchley Rd., Hampstead E676-7779, [C4016]
London, N.W.S. Hampstead 8676-7779, [C4016]
SIMPSON'S MOTORS (WEMBLEY). Ltd. the American car specialists, urgently require all Mercury cars.—545, High Rd., Wembley. Wembley. 903/8691

MESSERSCHMITT

1957 200cc Messerschmitt KR200 de luxe, hester, 2269/10.—Claude Rye, Ltd., 895-921, Fulham Rd., 5.W 6. Renown 6174.

Messerschmitt Spares and Service

PRIDE & CLARKE.—Stock spares: quotations any
part by return post; c.o.d.; easy payments; trade
supplied.—Stockwell Rd., S.W.9. Brixton 625i. [85088

METROPOLITAN JAMES SPENCER, Ltd. offer

1957 Metropolitan couce, radio and heater, under JAMES SPENCER (BEXLEYHEATH). Ltd., Crook Log, Bexleyheath, Tel. Bex. 4265 and 4209. [3974] D. J. SHEPHERD & Co (ENFIELD), Ltd., offer:

1957 (August) Austin Metropolitan 1500 hard one owner, 3,000 miles only, colour Berks green and white, as new; £715.—D. J. Shepherd & (Enfield) 436, Hertford Rd., Enfield. Howard 163

rgren and white, as new £715.—D. J. Shepherd & Co. (Enfield) "35. Hertford Rd., Enfield. Howard 1631.

1957 (September) Metropolitan fixed head coupe. M. J. HUGHES, Ltd., 19, The Highway. Beacons. M. J. HUGHES, Ltd., 19, The Highway. Beacons. field. Beacons. 15978

H. A. SAUNDERS, Golders Green, for your new or used Metropolitan.—Speedwell 0011, [C4004]

H used Metropolitan—Speedwell 0011, [C4004

1957 (July) Metropolitan hard top. red. white.
1958 (5000 miles, identical to new: £675.—Dobsone Ltd (Austin agents). Staines 801. [C1074

1958 (300 miles, radio, heater: £685 quick sale:
terms.—A. E. Palmer Moi-Jrs. Ltd., Luton 1075. [3797

CONVERTIBLE, radio, heater: £685 quick sale:
terms.—A. E. Palmer Moi-Jrs. Ltd., Luton 1075. [3797

CONVERTIBLE, radio, heater, screen washers, undersealed, tonneau cover, blue and white, unmarked; £685.—Johnson & Brown, £68-270, Fligh 38.

1958 green, heater, radio, taxed year, 200 miles
only: £685.—Ray Powell, Ltd., Leytonstone 553,
Valentine 0123.

only: £655.—Ray Powell. Ltd., Leytonstone 555. only: £655.—Ray Powell. Ltd., Leytonstone 555. Valentine 013. Ltd. We offer a truly except 576. Cample of this delightful series in convertible form; this semi-sporting carriage has been underscaled and specially finished in red and black from new the mileage is 2,728 and, of course, radio and heater are fitted; £725; exchanges and terms welcomed; existing h.p. settled.—35-32, Dudden Hill Lane, N. W.10. Wil. 4669.534. Adjacent Dollis Hill Tube, buses 8, 52, 226 and Green Line 719 pass the 605.

Metropolitan Cars Wanted
METROPOLITAN convertible wanted in exchange for 1958 Morris 1000 convertible, cash adjustment.—"Long Whitton," Oaklands Rd. Totteridge, London Hilliside 2416.

M.G.

BENTALLS, Ltd.

1956 M.G. Magnette, black with red upholstery, new owner; £825.—Kingston-on-Thomes Kineston 1001

1957 (July) M.G. A hard top coupe, finished green with grey interior, 5,000 miles twin mirrors, wire wheels, adjustable steering cost £1,150; £985,—1, Roberts Mews, Lowndes London, S. W. 1. Sloane 4086.

HENLYS offer with 4 months' guarantee:—

1957 M.G. Magnette saloon, radio, heater, variance due blue with blue interior; £965, HENLYS Ltd., Henlys Corner, North Circular, Rd., N.W.11, Please ask for Mr. Edwards, Finchley 515395

PERFORMANCE CARS, Ltd.

1956 M.G. A, wire wheels, radio, heater, spots, 2785; 1956 M.G. A, pastel green specimen,

1956 M.G. A. wire wheels, radio, heater, spots, £785; 1956 M.G. A. pastel green specimen, £785, 1956 M.G. A. plue, wire wheels, radio, £855, 1955 M.G. A. blue, wire wheels, radio, £855, 1954 TF, 1954 TF, 1954 Wheels, spotless red, £595, 1954 TF, 1954 TF, black red specimen, £595, 1954 TF, 1954 TD, black red specimen, £595, 1954 TF, 1954 TD, black red specimen, £525; 1953 TD, 1958 unkine, green, £625, 1952 TD, 1958 unkine, green, £625, 1952 TD, superb example, black, £485, 1952 TD, superb example, £625, 1959 TC, 1950 TD, 1956 engine, £645; 1949 (Dec.) TC, 1954 TC, 1955 TC

1956 M.G. Magnette saloon, radio and heater, James Spencer (Bexleyheath), Ltd., Crook Log, Berleyheath, Tel. Bex. 4265 and 4209. [3970] H. A. SAUNDERS, Ltd., offer:—

1956 m.G. Magnette saloon, black, red upholstery, the coorded mileage 18,328, heater; £815.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hilliside 5272 (8 lines). (C4092)

H. BEART & Co., Ltd., offer:—

1956 model Magnette saloon, steel blue, supplied and serviced by us for one fastidious owner; £745.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. T. S. FORD & SON, Ltd., offer:-

1956 Magnette, 20,000 miles, steel blue with red upholstery, taxed year, radio and other extras. fastidiously maintained by owner, really outstanding example of this attractive model; £645, 198, 202, Wells Rd., W.12. She, 2293,

GLANFIELD LAWRENCE offer:-

1955 M.G. Magnette, twilight grey, 19,000 miles, choice of 2 from £775.—407, High Rd., N.12 (C2055)

1956 M.G. Magnette saloon, red, 20,000, perfect condition; part exchanges, deferred terms.—
4. Brick St., Park Lane, London, W.I. Grosvenor (1308) Brick St., Park Lane, London, 772-3. WANMORE GARAGE, Ltd., offer:-

1956 Magnette, 24,000 miles, one owner, dark grey Ghristchurch Rd. Boscombe East: £945.—1176-1180 BROWN'S GARAGE (LOUGHTON), Ltd.

1953 M.G. TD sports 2-seater, B.r.g.; £495.—
Rd., Loughton, Tel. Loughton, 6262. [C1034]
ROADWAY MOTORS, Hounslow, offer:—

1947 (October) TC model, black, fawn trim, well above average condition; £395; always 50 cars on view.—Hanworth Rd., Hourslow (2 mins. Hounslow East Tube), Middx, Hou 9309/0175, [C1113 SMITH'S GARAGE (MERSTHAM) offer:—

1956 M.G. A. red radio, heater, 20,000 miles, opart exchange welc-med, 2725.—Station Approach Merstham, Surrey. Tel. Merstham 2100. [3887]
DARADE MOTORS (MITCHAM), Ltd., offer:—

PARADE MOTORS (MITCHAM), Ltd., offer:—

1938 M.G. TA, blue blue, new hood, etc., bargain:

238 M.G. PB Tickford, black/green, drop head,
beautiful condition: £275.

1949 M.G. PB Tickford black/green, drop head,
beautiful condition: £275.

1949 M.G. TC, red/red, black/green, drop head,
beautiful condition

1949 M.G. TC, red/red, fitted many extras including hard top: £475.

1953 M.G. TD, cream, fitted 1.500cc engine,
absolutely superly car £499

1953 of this model offered: £505.

1954 M.G. TP black/beige very many extras;
£555.

1956 M.G. A, green and black, fitted very many

28 extras: £775.

PARADE MOTORS (MITCHAM), Ltd. Monarch.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey, Tel. 3392 [63036]

B. J. HUNTER, Ltd., Austin agents, offer:-1956 (September) M.G. Magnette saloon, low mile-age, heater, unmarked; £795, B. J. HUNTER Ltd., 22, Fricklewood Broadway, [C2040]

UNIVERSITY MOTORS, Ltd., offer with guarantee:-1956 M.G. Magnette saloon, twilight grey with grey mileage 15.000; £925.

1955 M.G. Magnette saloon, black with maroon purpositery, fitted saloon, black with maroon of the saloon, black with maroon of the saloon, crooded mileage 9.000; £750.

2000; £750.

300 M.G. A. green with grey upholstery, fitted heater, tonneau cover, wing mirrors, screen washers, parking light and luggage carrier, mileage

washers, parking light and luggage carrier, mileage under 11,000; £825.

University MOTORS, Ltd., 80, Piccadilly, W.1.
1953 wery careful owner, red; £515.

WAIN & JONES, Ltd., Farnham 6201.

WAIN & JONES, Ltd., Farnham 6201.

CAMDEN MCTORS, Ltd., Farnham 6201.

CAMDEN MCTORS for M.G. sports cars, selection from our stock of post- and pre-war models;—

1948 b.T.C. Midget, in mint condition, beautiful engine fitted a few months ago, nominal mileage since and quite one of the finest M.G.s we have ever handled, excellent hood and tyres; £395, silver wire new tynide hood, equipped with washers, India Supertyres, badge bar, two apotlights, very carefully used; £375.

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1938 VA series 1½-litre 12hp sports foursome clean condition and with bills available for recent major overhaul, fast end delightful to drive; £152-million of the four complex to the four complex to the complex of the complex of the condition of the very contraining bodywork, almost brand new hood. Michelin tyres, driver controlled shock absorbers, washers, wing mirrors and other extras, mechanically absolutely first class: £225.

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400 other cu.a. available. Write for fully descriptive controlled the controlled space of the controlle

199 Sandbanks Rd., Parkstone 5555, Location; £355.

1946 M.G. 2-seater, in very nice condition; £355.

Castle Street Motors, 5, St. Johns Rd., 2159.

20586.

Hove 70586.

1948 M.G. TC, black, recondit, engine, new p.v.c.
hood; £350.—Balley, \$5, The Street, Ashtead,
Surrey. Tel, 104. 1957 (March) M.G. Magnette saloon, twilight grey, red leather, one owner, 12,000 miles, as

1955 (Sept.) M.G. Magnette saloon, black/red

1954 (July) M.G. TF 2-seater, black/beige leather, the fitted heater, etc., specimen car; £575.—Gibson's Sports Cars, Lyndhurst Rd., Christehurch, Hants. Tel. Higheliffe 22/5.

1956 M.G. Magnette, immaculate condition, under-sealed and many extras, 14,000 miles; £795. Kingston 9518.

1956 M.G. A, heater, tonneau cover, luggage rack.

1956 M.G. A, heater, tonneau cover, luggage rack.

George St., W.l. Welbeck 6899.

[C3115]

George St., W.1. Welbeck 6899.

BEARTS OF KINGSTON, M.O. specialists.—Sales.

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Tel. Sales.—Sales.

10062 R. Sales.

10072 M.O. 1½ saloon, heater, in excellent £285 condition.—Arnoits Gerages, Ltd., Grange Rd. Willesden Oreen, N.W.10. Willesden 0161.

1949 TC M.O. black, 30,000 miles, very good condition.—200.—Chorley Wood Motors, Ltd., Lower Rd., Chorely Wood, Herts. Tel. 280 & 15600.

OPPORTUNITY!!! M.G. A roadster hard top, new and unregistered, immediate delivery; exchanges, etc.—Wessex Motors, Ltd., Andsover, Hants. Tel. [C4087

andover 2526.

286 - 1947 M.G. 1½ saloon, heater, in excellent condition. £480.—Arnotts Garages, Ltd.
Grange Rd., Willesden Oreen, N.W.10. Willesden Olforange Rd., Willesden Oreen, N.W.10. Willesden Olforange Rd., Willesden Onder M.G. 11, saloon, M.G. Magnificent condition, radio, loose covers, root light, mascot; £3951. Also 1947 ditto, £3451.—Palmerston Rd., N.W.6. Mal. 4725.

1958 etc., 1.200 miles on, heater, Turbo d.scs.
1958 etc., 1.200 miles on, B.M.C. 4, 100 and the Company of the Company

condition.—Autour E. (2010)

19.56 M.Q. A. ivory and black with hard top, wire
experient condition throughout £885.—Swan College
Southampton miles.—1955 M.Q. Magnette in quite at
15.000 ceptional condition, maroon: £765.—
Eustace Watkins, Ltd., 12, Chelses Manor 8t., S.W.3.
Flaxman 8181. 12, Berkeley St., W.I. Mayfair 5951.

M.G. Magnette salson, in grey with maroor interior, fitted radio, sun roof and all extras, nominal mileage and immaculate condition £845; terms, exchanges.—Corner Garage, Gorton St. Blackpool. Tel. 28838, 1819.

375 gms.—M.G. Midget, late 1949, TC 2-seater, exchanges,—corner garage, Gorton St. Bidgets; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowand Smith. Hampstead (Hamp) and Saturdays.—Rowand Smith. Hampstead (Hamp) G. A roadster fitted with an excellent hardtop complete with sliding windows and interior lamp; latest pre-tuned radio and other expensive extras, taxed and guaranteed; £765.—Rudds, 41, High St., Worthing, M.G. wanted.

Worthing, M.G. A, red with marcon upholstery, wir 1957 wheels, near new Michelin X all round 12,700 miles genuine; tonneau cover, heater, adjustable steering, just completed 12,000-mile service; 2850 o.n.o. Handley, The Cottages, Kingsley Green, Surrey. Tel Handlewere 1375.

Hankemere 1875.

M.G. Magmette (Oct.) 1954, 32,000 miles, one of the convert maroon, beige interior, heater, radio (H.M.V. push-button), special large Lucas spots, w/ washers, badge bar, Undersealed, full Alexander mods. including high axle ratio costing £80 carried out 14,000 miles back, Mitchelin X tyres, a really nice car; £675, private sale.—Tel. 8te. 2776, 4546.

M.G. Gars Wanted

CNK MOTORS urgently require M.G.s. all models.—353, Finchley Rd., N.W.3, Tel. W1052

XXX M.G.—H. F. Edwards, 154, Great Titch-neld 8t., London, W.I. Langham 6012. [W2003] TC. TD. TFs wanted for cash.—Archway Engineer-chester. 3 Blackfriars 6455. [WSI]

CREENTLY required, 1946/57 M.G. saloons and Ltd., Lyndhust Rd., Christchurch, Hants, Tei. High-ediffe 2275 (W210)

TOULMIN MOTORS.

M.G. specialists.

SOLMLY M.G. cars, sales and repairs; most comprebensive range of M.G. spares in the country;
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PECIALISTS in M.G. spares and service.

W JACUBS & SON, Ltd., Mill Garage, Chigwell by South Woodford, E.18 Wanstead 7783-4-5. L ARGEST and quickest spares service in the S of England.—Rewens Garage, Ltd., Reading.

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NIVERSITY MOTORS. Ltd.—Largest stocks of Londor W.1 Gross 4141.

M.G. apares outside the factory.—7 Hertford St. 10505/R.

M.G. apares. most parts in stock for all models 1936 of M. G. apares. most parts in stock for all models 1936 of M. G. apares. most parts in stock for all models 1936 of M. G. apares. most parts in stock for all models 1936 of M. G. apares. most parts in stock for all models 1936 of M. G. apares. bush. stockers. dynamos. leaf aprings. wheels. bubs. vertical drive assembles: prompt postal service: c.o.d. and guaranteed wordmanship in all our repairs.—A. E. Witham. C. apares. Gasace. Swens Rd., Wimbledon (Sias) 135/R.

SW.19 Liberty 2022

WARWICK WRIGHT, Ltd., off

1956 (November) Morgan 4/4 Mark II 2-seater sports tourer, green, black upholstery, heater, 15,000 miles: £550.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 5080. [C4045 GUY SALMON AUTOMOBILES offer:-

1952 Morgan Plus Four 2-seater, Vanguard engine, whole car in exquisite condition, must be seen and tried to be appreciated; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001 MORGAN (July, '57) Plus 4 2-seater TR3, engine 7,000 miles bl a. available end March; £750.—

Box 8898.

525 gns.—Morgan Plus 4, 1955, foursome drop head owner, excelent condition: one provided owner, excelent condition: one provided one owner, excelent condition: one provided one owner, excelent conditions one provided one of the provided of the

4-SEATER Plus 4 wanted.—Little Heath, Hurn Rd., Ringwood. Tel. 350. ROWLAND SMITH'S, the Morgan buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

BASIL ROY. Ltd. require for cash or part exchange for any make.—161. Great Portland St., W.1 Langham 7763.

BASIL ROY. Ltd., official spare parts stockists ser-vice and repairs.—181, Great Portland St., W.1. Langham 7733.

MORRIS MINOR

1953 Morris Minor saloon in black, red upholstery, and head, excellent all-round condition; £435.

EFS MOTORS, Ltd., Kingston By-Pass, Esher, Emberbrook 5000.

R 1956 Merris Minor Traveller's car de luxe.
don grey with red interior, 21,000 mi
maculate; £575.—105, Westbourne Grove, W.2. water 0085. CLM AUTOSALES offer:-

1955 Minor Traveller, choice of two, being of two properties of tw

1956 4-door, black, as new, low mileage; £495.

1950 Travellers, 15,000 only, grey, many extras; 1555 2-door, black, very clean; £480.

954 2-door, birch grey, one owner; £450.

1955 convertible, excellent condition; £470.

7, Middle St., Brockham Green, Betchworth, Surrey, Betchworth 2210. Dawes Green 310. (C1155) S. FORD & SON, Ltd., offer:—

1957 Minor 1000 4-door de luxe saloon, 9.500 miles, black, one owner, taxed year, B.M.C. guaran-tee meticulously maintained: £610, 198/202. Wells Rd., W.12. She. 2295.

COLINDALE SERVICE STATION offers:

1956 Morris Minor 4-door de luxe, 10,000 miles genuine: £555. 1953 Morris Minor, immaculate throughout: £435. 1953 Morris Minor, immaculate throughout: £435. CMI CAR SALES (Primrôse 6625) offer:-

1955 Morris Minor 4-door saloon, taxed; £535.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.5. [Closi Engines Reconditioned, Ltd., offer:—

1955 Morris Minor Travellers car: £535.—533. Pinner Rd., Harrow, Middlesex. Tel. Harrow, (C2070) B. J. HUNTER, Ltd., Austin agents, offer:-

1957 Morris Minor 1000 convertible, low mileage; 1956 Morris Minor saloon de luxe; £550.—Below.

Morris Minor saloon de luxe; £550.—Below.

Morris Minor saloon de luxe, 4-door, low mileage; £525.—Below.

1955 Morris Minor convertible, unmarked; £495.—Below.

1952 Morris Minor saloon, fitted heater, very reliable; £425.—Below.

1951 Morris Minor convertible, unmarked; £495.—Below.

1951 Morris Minor convertible, much above average; £375.

22. Crickiewood Broadway, N.W.2. Tel. Gladsone £303.

LENDON CENTRAL GARAGE. Ltd., offer:—

B. N.W.2. Tel. Glastone 6305.
HENDON CENTRAL GARAGE, Ltd., offer:—

1956 series Morris Minor 4-door de luxe saloon; 2535.—Waitford Way, Hendon Central, 1957 (Jan.) Minor 1000 convertible de luxe, one owner; 2535.—Waitford Way, Hendon Central, 1957 (Jan.) Minor 1000 convertible de luxe, one owner; 2535.—Series Morris Minor 1000 miles, 2595.

1957 (Feb.) 2-door saloon, under 12,000 miles, 4510; another, 11,000 miles, 2595.

1956 (Nov.) 1000 2-door saloon, under 12,000 miles, 1000 miles, 2595.

1956 (Nov.) 1000 2-door saloon, under 12,000 miles, 1000 mile

out: £610. Morris Minor 2-door de luxe saloon, will 1955 hea er, green, very nice, taxed: £459.—Below 1950 condition: £550 exchange, terms.—Brag Motors, 180-184, West End Lane, N.W. 6. Hampleted

H. A. SAUNDERS, Golders Green, for your new or used Mcrris.—Speedwell 0011.

YES—but II it's Morris—it's Suarks of Streatham Mill.

YES—but II it's Morris—it's Suarks of Streatham Mill.

YES—but II it's Morris—it's Suarks of Streatham Mill.

Suarks of Streatham Mill State State Suarks of Streatham Millor State Salon, excellent condition: 2545.—Below.

Morris Millor Travellers car de luxe, radie, man other extens: 2525.—Below.

PHENIX MOTORS. Ld., Oxford Rd., Gerrards Cross 2545. [778]

1956 (March) Morris Traveller, black, & lune 1956 ex. cond.: £600 cash,—Tel. Guildferd 3084

1957 Morris 1000 2-door de luxe, cream, 5.000 miles; £595.—10, Queen's Court, Bristol, 8.

1949 Morris Minor saloon, black, very good condition; £325.—Tilley, 47, Heaton Rd., 8.E.15 BOGNOR STATION GARAGE. 1954 Morris Mino Traveller: £495. -20, Longford Rd., Bognor 2002

1952 green convertible Arnott supercharger, & Inn. Winsto

1957 Morris 1000 saloon, 9,000 miles, one owner:

1953 (Sept.) Minor convertible coupe. black red. 1795;34 (Sept.) Minor convertible coupe. black red. 1795;34 (Sept.) Minor convertible coupe. black red. 1953 (Sept.) Minor convertible. Heater, Immaculate. 1953 (Sept.) Minor convertible. Heater, Immaculate. 255;55; payments.—Vaughan, 17. Astwood Mews, S.W.7. Fro. 1319. (C306: 17. Astwood Mews, S.W.7. Fro. 1319. (C306: 1955 (Sept.) Minor converse one owner, showroom condition, 1954 (Morris Minor 2-door de luxe saloon. Claren-one owner, under 20,000 miles, as new: £485. WEST STREET MOTORS (LONDON). Ld., 66. London Rd., Tooting Junction, S.W.17. Mitcham [2408]

1954 model 4-door de luxe saloon, one immaculate; £475.—Bridge Motors, Le

1955 (Sept.) Minor 4-door de luxe, green/green. on owner, 24,000 miles, taxed; £510.—The Blac Horse Garage, Richmond 6441. [C1116/

1952 Morris Minor 2-door saloon, blue, one owner excellent condition throughout; £410.—North wood Hills Motor Co., Northwood 3271. [C512 MORRIS Minor 2-door saloon, green, one owner guaranteed mileage 8,000; as new; £395,—348 King St., Hammersmith, W.6. Riv. 2837. [C3130]

1955 model Morris Minor Traveller, heater, two owners; £495.—Offord, 67, George St., W.1. Welbeck 6899. (C3115

1956 Morris Minor 2-door saloon, heater, one wher; £525,—Offord, 67, George St., W.1. [C3115/1

Merica Morris Minor 2-door d.1. saloon, black, one good condition; 2485

WEST LONDON MOTORS, 205, Fulham Palace, W.6. [CQ4095]

Y Ful. 0066.

(Nov.) Morris Minor saloon, one private attioned unit fitted, exceptional order; £355.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.S. Plinchley 625 (3 lines), [393]

1956 (June) Morris Minor de luxe convertible, birch grey, one owner, low mileage, immacu-

HERBERT & MILLS, Ltd., 75, Great Portland St., W.1. Langham 3506-7, [C2036]

1955 Morris Minor 2-door, low mileage, heater, coven, Ltd., Hermitage Lane, Streatham, Pollards 2100.

1956 Morris Minor de luxe convertible, low mile-age and perfect throughout; £525.—G. P. Morley, 76. Cambridge Rd., Kingston-on-Thames. Kingston 8885.

1954 Minor, 24,000 miles, full Alexander conver-sion, heater; £475, or offer; inspection by appointment.—Caterham 2106 or Caterham Motor Co., 59-69, Croydon Rd., Caterham, [3997]

1954 de luxe saloon, ohv, heater, one owner, changes —Richards & Carr, Ltd., 35, Kinnerton St., S.W.I. Belgravia 3711.

1955 Morris Minor 4-door saloon, heater, in condition throughout: £495.—Coles Gar Ltd., 42. Worple Rd., S.W.19. Wimhbledon 0195 [Coles By-Pass, Ewell 2393.

96-98, Ewell By-Pass, Ewell 2995. [CIUO4 556 5 ms.—Morris Minor, 1957, 1000 de luxe saloon, one owner, excellent condition; written guarantee; terms. exchanges.—Rowland Smith. below. 495 ms.—Morris Minor, 1955, saloon, one very careful owner, small milesge, written guarantee; week-days and Saturdays.—Rowland Smith. Hampstead Tube). Hampstead 6041.

1953 Morris Minor de luxe ohv 4-door saloon, e425 — W. H. Cocks & Soir. Station Garage, S. Ealing W. S. Eal. 0635.

1957 12,000 to 15,000, B.M.C. guarantee: 2563-E95.—Lankester Engineering Co., Ltd., 59, Eden St., Kingston, Kin. 3151.

1957 (July) Morris Minor 1000 convertible de luxe, black, red leather, guaranteed, 7,000 miles only, as new; £585.—Gibson's Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

1956 Morris Minor Traveller de luxe, recorded mile. 1956 Minor Salons including one of 11.00 miles at £535; all one owner cars.—Jennings, Richmond 3368.

1956 Morris Minor 4-door saloon de luxe, green, vate owner, 16,000 miles only, taxed March 25, 1988; beautiful condition; £565; 3 months' guarantee, extended payments.

beaufful condition: 8305, 5 months guarantee, tended payments.

McKINNON MOTORS, Ltd., "Langham House," 5, 8tafford Rd., Wallington, Surrey. Established 1906.—Tel Wallington 3404.

SLOCOMBES, Ltd.—1953 convertible, one owner from new, unused engine, green with green interior: £425. Exchanges and terms welcomed, existing h.p. settled.—36-52, Dudden Hill Lane, N.W.10. Wi 49-64 3934; adjacent Dollis Hill tube, buses £, 52, 226 and Green Line 719 pass the door.

Morris Minor Cars Wanted

Minor Traveller 1955 wanted privately for cash.

Ring Farningham 2143 evenings 7-10 p.m. [387]

YOUR convertible wanted for cash —Marble Arch Motors, Camberwell Green, S.E.S. Rodney 2161. [T9038] ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. [W4018/R

ALMOST new Minor required immediately.—
Morley, 76, Cambridge Road, Kingston. Kingston. (W3016/R

MORRIS EIGHT

H. A. SAUNDERS. Golders Green, for your new or used Morris.—Speedwell 9011. [C4004]

MORRIS 8 1939 stress E bourer, original paint in fair condition, regularly serviced and mechanically exceptionally good, no rust; hood screens, tyres and bastery and bound; Fram foglamp; £150.—Christian, 57, Kidmore End Rd., Reading, Tel. 72224.

MORRIS TEN

H. A. SAUNDERS. Golders Green, for your new or [C4004]

165 gns.—Morris 10, 1939. saloon, black, sliding exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

KENNINGS, Ltd., offer:-

1955 radio, heater, screenwashers, etc; £555,—84-20, Holland Park Ave., London, W.11. Park 5077. CROFTON GARAGES, Ltd.

CROFTON GARAGES, Ltd.

1955 Morris Cowley, very nice car indeed with full
1955 Assater comfort, fully guaranteed; £545.—
152, Whitechapel Rd., Bishopsuate 5593.

H. A. SAUNDERS, Golders Green, for your new or
used Morris.—Speedwell 0011.

1955 Morris Cowley, in beautiful order; £510.—
1955 Morris Cowley, in beautiful order; £510.—
1955 (April) Morris Cowley asloon, black/red
1955 (April) Morris Cowley saloon, black/red
Ltd., 215, Haverstock Hill, N. W. S. Suldervell Bros.,
Ltd., 215, Haverstock Hill, N. W. S. Suldervell Bros.,
1956 Morris Cowley, grey, head on on these cover owner, expression of the common control of the cover of the

1956 Cowley, black, red interior, heater, 15,000 and driven at week-ends only and is quite immaculate: 2595, private h.p. available—FP. Lt. Hutchinson.

MORRIS OXFORD

A1 at Brown's 1954 late: Morris Oxford saloon, grey and red mexceptible interior, heater, extras; this car is mexceptible interior heater, extras; this car is for money; 2435 W. J. BROWN, Ltd., 539, Finchley Rd., N.W.3 Ham 2284.

R. S. CURRIE & Co., Ltd.

1955 Morris Oxford saloon, finished in clar grey, red interfor, fitted heater, 22,000 exceptional condition; £575.—105. Westbourne (W.2. Bayewater 0065.)

R. HARDY & SON offer:—

1956 Morris Oxford saloon, Clarendon grey, red 52-55, Marylebone High St., W.1. Hunter 0942. [3775 CROFTON GARAGES, Ltd.

1956 Morris Oxford, finished in black with red trim, this is a one-owner motor car with heater; £645.—132, Whitechipel Rd., Bishopsgate 3393. (C1139

A LTWOOD GARAGE offers: -1956 Morris Oxford series II saloon de luxe, black/ red leather, heater, etc., one owner, moder-ate mileage, taxed year, immaculate condition through-out and guaranteed; £625 LTWCOD GARAGE, Altwood Rd., Maidenhead, Tei ALTWCOD GARAGE, Altwood Rd., Maidenhead, Tei German, Tover, and week-ends, Littlewick Green, Tover, and week-ends, Littlewick Green, Tover, and Collor

BROCKHAM MOTOR Co. offer:

1956 Morris Oxford saloon, black, 13,000 miles only equal to new, undersealed and many extras: 87 Middle St., Brockham Green, Betchworth, Surrey, Betchworth 2210. Dawes Green 510. | C1155

1957 Morris Oxford saloon, grey, fitted radio, heater, washers, low mileage, B.M.C. warranty; £795.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3546. H. A. SAUNDERS, Ltd., offer:-

1957 Morris Oxford saloon, grey, red upholstery, recorded milesge 10.358, heater: £795.

H. A. SAUNDERS, Ltd., 856-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PHILIP RICKARDS, Ltd., offer:-1956 Morris Oxford saloon, clarendon grey, 20,000 miles; part exchanges, deferred terms.—4. Srick St., Park Lane, London, W.1. Gros. 4772-5. (CS051 T. S. FORD & SON, Ltd., offer:-

600 miles, black,

1956 (May) Oxford, genuine 14,600 miles, black, 1987 (202, Wells Rd., W.12. She. 2293. [3604]
1957 Morris Oxford saloon, in duo-tone grey, 200 miles only; £225. [3604]
WAIN & JONES, Ltd., Parnham 6201. [C4105] FC4105

1953 (Sept.) Morris Oxford saloon, one owner, very good condition; £445.—Northwood Hills Motor (C3.29)

MORRIS OXFORD

H. A. SAUNDERS, Golders Green, for your new or C4004

1954 (Dec. 1553) Morris Oxford, blue, red interior, Oxford, blue, red interior, Oxford, Brainers Green, Fal. 1025.

OXEMBER '55 Oxford, blaz's, immaculate condition; C5126

NOVEMBER '55 Oxford, blaz's, immaculate condition; C525.—Robbins, East Putney, Tel. 7881. [C5010]

YES—but 'ft''s Morris—It's Sparks of Stream, 1013/R

Hill, S.W.2., your main depot.—Tulse H.1043/R

Americ Oxford salon, due-tone sage green.

1957 Morris Oxford saloon, duo-tone sage green:
tton; £770.—Tel, Beaconsfield 696.
1958 Morris Oxford, heater, many extras, superbording of the condition; £585.—Basil Roy, Ltd., 161, Great ortland St., W.1. Langham 7733.

1956 series 55 (December) Morris Oxford Traveller dar, green, green ... owner, excellent condition; £665.

Saul. & SLATTER. Ltd., 44, Aldermans Hill, Palgress, Canonical Saul. & SLATTER. Ltd., 44, Aldermans Hill, Palgress, Canonical Saul. & SLATTER. Ltd., 44, Aldermans Hill, Palgress, Canonical Saul. & SLATTER. Ltd., 44, Aldermans Hill, Palgress, Canonical Saul. & SLATTER. Ltd., 44, Aldermans Hill, Palgress, Canonical Saul. & SLATTER. Ltd., 44, Aldermans Hill, Palgress, Canonical Saul. & SLATTER. & SLATTER.

1956 Morris Oxford Traveller, heater, two owners; 2735, Offord, 67, George St., W.I. Wel-

Deck 6899. (March) Oxford, Manumatic, cream with red tionally carefully maintained; £850. (Dec.) Oxford saloon, series II, black, heater, one owner; £625, Jarvis A, B.M.C. guarantee, Wimbledon 2256, (C2286

Wimbledon 2526,

1955 (il.3/12/54) Morris Oxford saloon, one private
months' guarantee: £575

C. & W. MOTORS, Ltd., Queen's Head Garage, East
End Rd., N.3. Finchlys 6256 (3 lines). [5948]

1953 model Oxford heater, leather, in very good
condition throughout: £449. — Cavendish
Motors. Cavendish Rd., N.W.6 Willesden 0046. [C1121]

Motors, Cavendish Rd., N.w.o. Wiles and red, genuine 1956 (April) Morris Oxford, black and red, genuine 11,000 miles, as new; £625.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Poliards [3666

1956 series Morris Oxford de luxe saloon, green small mileage; £595; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 1075.

Palmer Motors, Ltd., Luton 1075, 2000 mitles only —1957 Morris Oxford saloon, Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Pempie Bar 3588.

Tempie Bar 3588.

1955 with red upholstery in first-class order, £685.—Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221.

1956 Morris Oxford saloon, colour black with red tained; £565.—Foland Street Garage, 51, Foland St., London, W. J., Ger. 9010.

1955 less condition, nominal mileage; £650; ex-changes, terms.—Bray Motors, 180-184, West End Lane, N.W. 6. Hampstead 6490.

N.W.6. Hampstead 6490.

1953 Morris Oxford de luxe saloon, black-red.
heater, radio, immaculate, very fine confition, licensed Dec., £465.—A. E. & F. Brittain, Ltd.,
Bentley Lane, Walsail. Tel. 3635.

Bentiey Lane, Walsall. Tel. 36.55.

3057 grey with red upholst. fitted heater, this a one owner car, carrefully used throughout its lift regularly maintained thoroughly checked in our ownershop, offered with every confidence at £785.

HIRE purchase and part exchanges.

STANDARD House, South End, Croydon. Croydon 12722

Morris Oxford Cars Wanted

Morris Oxford Cars Wanted

MORRIS Oxford saloon required, consider Traveller
1956.—Greenways, 81, Alresford Rd., Winchester ROWLAND SMITH'S, the Oxford buyers, highest cash prices—Hampstead High St. N W. 3. Ham. (W4018 P

PEDIGREE ESTATE CARS urgently require good estate tars; cash or in exchange.—340, Euston Rd. N.W.I. Euston 7699. [Wa995 ALMOST new Oxford required immediately.—Morley, 76, Cambridge Road, Kingston, Kingston (W3016, R

MORRIS ISIS

H. A. SAUNDERS. Golders Green. for your new or new o

1957 Morris Isis serica III de luxe saloor 5.000 miles only: £375.—British & Motoris, Ltd., 77, St. Martin's Lane, W.C.2.

Merris Isie Cars Wanted
PEDIGREE ESTATE CARS urgently require good
estate cars; cash or in exchange.—340, Euston Rd.,
N.W.1. Euston 7889,

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S the Morris ouyers; highest
cash prices —Hampstead High St. N.W.S. Ham.
(W4016/R

Merris Spares and Service

MORRIS genuine spares and special service in the
S. MORRIS AND COMPANY. Cleveland
Cleveland St. Tel Mus 1932
(0342/P.

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. (53054)

R HARDY & SON, 55, Marylebone High St. W.1.
hu-Experienced for nearly a century complete overhulls and coachwork our speciality, exchange engine
units, spares and accessories.—Hunter 0942, [0365, R

NASH

NASH. NEW models, spares and service.

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. [0937/R

1956 Nash Rambier 6-seater, seats fold down to heater, air conditioning, taxed, as new throughout; offers?—King's Motors, I, High St., Hounslow 5552 & 2559. SCOTT CARS OFFET

1956 Oldsmobile Rocket Super 88 Holiday 4-door pillariess saloon, power steering, power brakes, radio, heater, one owner, absolutely as new.
1951-2 Oldsmobile Rocket 88, hydramatic drive, radio, heater, outstanding condition.
SCOTT CARS, 341-347, Finch.ey Rd., Hampstead. London, N.W.S. Hampstead 6676-7779. [C4016

LEX -The American car specialists; see offers under Used Car column. [0403/R]

LEX.—The American car specialists; see offers 10405. M.

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel, 8691. 23903, 545, High Ral., Wembley.—For full list see under "American Cars." 1957 (Idamobile 88 4-door holiday sedan, radio, heater, hydramatic, many extras, 9,000 miles only; £2,585.—British & Colonial Motors, Ltd., 77, 84. Martin's Lane, W.C.2. Temple Bar 3598. (C1027 1949) (Idamobile, Hydramatic, black, chrome, Lh.d., veryshelber, seat covers, blinking lights. Ltd., veryshelber, seat covers, blinking lights. Lh.d., veryshelber, and Levens, blinking lights. Lh.d., veryshelber, seat covers, lights, lights,

N.W.1. Primrose 0161. [0627/8]

OPEL

KAPITAIN 1949 (reg. 1956) saloon, 4/6-seater, attractive body excellent condition, world famous for economy, performance, written guarantee; £275. demonstration any timel—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Fri. 6159. [361]

BOUGHT, or sold on owner's behalf - Tarrant & Frazer, 10, Winchester Mews, N.W.5. Pri. 6159.

L ANCASHIRE, Cheshire and North Wales distributors for service and sparse, someone Garage, Burnage Doil J. Lane, Manchester, 19. Rus. 2874-5.

PRIDE & CLARKE, Opel stockists; quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 625, [3068/R]

OFFICIAL Opel Spares and Service Agents, B. & C. don, N.W.1. Primrose 0161.

PACKARD

AUTOMOTIVE & MARINE offer:

RHD 1954 Packard Clipper 4-door saloon, automatic, new condition one careful owner, sensible offers invited, part exchanges and hire purchases a ple cure.—Crown Garages, Albany St., N.W.I. Euston 1052.

Euston 1032.

8 SEATER Packard limousine, privately owned, registered 1340, excellent condition; £335, where the second of the s

1938 Packard limousine, f.f. auxiliary seats, l.h.d., throughout; £250.—Salmons Garages. Ltd. Temple Bar 5338. (74029

Bar 3388.

12 Suns.—Packard Super 8 1938 32.5hp saloon, black, blacker, very good condition, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith. Hampstead (Hampstead Tube). (2018

6041. Packard Cars Wanted
SIMPSON'S MOTORS (WEMBLEY). Ltd.
American car specialists, urgently requi
Packard cars.—345, High Rd , Wembley. W
3903/8891.

\$905/8691. Packard Sparce and Service [W4015]
LEONARD WILLIAMS & Co., Ltd., for Packard Sparce, Packard Buildings, Great West, Rd.
Brentford Middlesser Buildings, Great West, Rd.
JOE THOMPSON (MOTORS), Ltd., Packard sparce, repairs specialists. —91-95. Fulham Rd., S. W. 3.
Kensington 4858.

PEUGEOT

1957 Peugeot 403, colour grey, Undersealed, perfect; £925, taxed year; Birmingham.—Bir. 5725.

1958 £1.025, target year, 200 miles, as brand new;
London Rd. Portsmouth. Tel. 70716.

CURRENT model 203, r.h.d., heater, overdrive, excellent condition throughout; £355; terms, exchanges.—Windmill Garage, Worthing Rd., Rustington, 2013, 2014, 20

MAYFAIR COUNTRY CARS, offe

MATTAIR COUNTRY CARS. Offer:

PLYMOUTH 56/7. right-hand drive. low mileage, power brakes, etc.; £1,475.—47. Montrose Place. E.W.I. Be_gravia 5854.

695ma.—Plymouth 6 1953 right fand drive 6-seater station wagon, duo-tone blue-black. heater, fold-flush rear seating, saliding windows, one owner, excellent condition, written guarantee, forms, exchanges, list, open 9-7 weekdays and 50min, Rowland Smith, Hampstead (Hampstead 6041.

PONTIAC Simpson's motors (Wembley), Ltd., Tel. 8691/ \$3903, 345 High Rd., Wemoley; for full list see under American Cars. [C4015]

under American Cars.

[C4015]

956

Pontiac Chieftain, V8 engine, r.h.d. 4-door
British & Colonial Motors, Ltd., 77, St. Martin's Lane,
W.C.2. Temple Bar 5588.

1958

(C1027)

1958

Car has only done 560 miles, absolutely as new: £2,350.—Clayton's Cars (London), Ltd., 77, Bruton Piace, London, W.I. Hyde 9184.

[C1050]

Simpson's Morors (WEMBLEY), Ltd., Pontiac main agents, urgently require all Pontiac cars.-345. High Rd., Wembley 5903/8691.

Pontiac Spares and Service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, unan 7752-5-49, Solid distributors Great Britain for Pontiac cars and Pontiac parts.

Portiac parts.

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Portiac prosche 1600 drop head coupe, blue, radio, one owner, unmarked: £1.595.—Belouwe.

1956 (May) Porsche 1600 fixed head coupe, red with light betge interior, 26,000 miles, radio and heater, unmarked: £1.085.

J. HUGHES, Ltd., 19. The Highway, Beacons-field. Tel. Beaconsheld 644.

Fel. Beaconsheld 644.

El. 275.—1955 Porsche 1500 saloon, r.h. drive, beautiful condition.—Bradshas Automobiles, Bucklayd, Aylesbury. (Aston Clinton 332.)

Aylesbury. (Aston Clinton 352.) [3908]
1957 1600 super cabrolet, colour silver, black hood and leather, 5,000 miles, guaranteed as new; 1956 1600 standard coupe; 1955 1500 super coupe; particulars on request.—A.F.N., Lek., Falcon Works, 400, London Rd., Isleworth, Middx. (Hounslow Coll.)

Oll. J. H. BARTLETT, the Porsch; buyers and stocking offer Porsche Carrera, 125mph coupe; Porsche II standard coupe, 8,000 miles, one owner, £1,675; Porsche 1955 super coupe; 1958 demonstrator available; repand service.—27, Pembridge Villas, W.11. Bayswa 5233.

1033. Porsche Carrers fixed head coupe. fitted spyder engine with 2 twin-choke Webers. polychromatic blue, red hide, low mileseg, as new, \$400-worth of extras, including self-seeking radio and chrome wheels, cost new £3,266; now £2,480.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [Cl157 Persente Spares and Service MONACO MOTORS, Porsche spares and service,—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Premantle, \$115.

POWERDRIVE [0357/R]
1957 \$22cc twin Powerdrive, 5-str., self-starter, Claude Rye, Ltd., 895-921, Fulham Rd., S.W.6, Renovn 6174.

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd.: 245, Ewell
Rd., Surbiton, Surrey, 15to Foundain I CooperClimax and 200ce ormula III racing cars and 1,500cc Cooper-Climax sports cars.

(281/R

1954 Reliant Regal 4-seat, coupe, 12,398 miles, 2599—E. T. Pink, Ltd. Station Rd. Harrow Col4-5.

Harrow 0044-5.

WHO wants a trio? Or—one more than two, because
WHO wants a trio? Or—one more than two, because
WKing's of Oxford stock more three-wheelers both
new and second-hand than you will see on this small
bit of land of ours; write, 'phone or shout.—King's
Motors, New Rd., Oxford. Tel. 84988-9. [C3136

RENAULT RENAULT cars, spare parts, repairs and service Renault, Ltd., Western Ave., Acton, W.S. Acc

AUTOSALES offer:-

1957 Dauphine saloon, finished red, 9,000 miles: 1956 Dauphine, beige; £665.
1956 750 saloon, fittedeautomatic clutch, finished blue; £535, 1955 750 saloon, small mileage; £475.

AUTOSALES (LONDON), Ltd., Belsize Rd., N.W.6. WARWICK WRIGHT, Ltd., offer:-

WARVICK (November) Renault 750 saloon, green, green, green/grey upholstery, radio and heater, 7,000 miles: £550, WARVICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050, (L4045)

RENAULT Dauphine. Feries auto clutch; registere late 1956, 19,000 miles only; a carefully maintaine car finished in green with beige interior; £695. Rd. CONNAUGHT ENGINEERING, POTESMOUTH ENGINEERING, POTESMOUTH REGISTRA JACK BOND (VINTAGE AUTOS) offer:-

1956 Renault 750 de luxe aports salcon; this very needla motor car has been completely modified, over £500 spent, spares and extras too numerous to mention, considered the prettiest and fastest in Furland, mileage 5.00.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5829 and 8350.

RICHARDS & CARR, Ltd., are always best value.

Planting Dauphines, constantly changing stock, choice of colours, competitively priced from £855, 1955 miles thoroughly excellent throughout; £615, 1958 miles thoroughly excellent throughout; £615, 1958 55, Kinnerton St., & W.1. Belgravia 3711, 173045

1956 Dauphine 1955 (June) 750 asioon, sliding roof, radio, etc., 1955 excerient: £485 —Robbins. East Putney. Table (13010)

CASIO LEFT-HAND drive 750, 1949-1953.—Rion Garaves, High St., Windsor 2782.

1954 Renault 750 saloon, one careful owner, reg. Serviced; £395.

MILESTONES SERVICE GARAGE, Ltd., 308, Erith Rd., Bezleyheath. Erith 2669. 1957 Renault Dauphine, blue, automatic, sliding roof, mileage 10,000, immaculate condition;

KERRIDOE, Alton 2224.

1956 (June) Renault 750, Ferlae clutch, radio.
17,000 miles, taxed; £495.—The Black Horse
Garage, Richmond 6441.

1957 Renault Dauphine, 6,000 miles, Ferlec, radio heater, w. washers, spare unused; 2685.—24. Chatham Place, Brighton 29421.

24. Chatham Piace, Brighton specific AZ MOTORS offer 1955 750 saloon, one owner, genuine 19,000 miles otny; bargain oner a-style-palmeraton Rd., R.w.6. Mai. 4725.

1954 Renault 750 seloon, beige, 16,000 miles; 4530, 1954 Primrose Hill, Hawkhurst, Kent. Hawk-1872

1956 Renault 750 de luxe, guaranteed; £475; pay ments.—Oldfield, 586, Kensington High St. (C502 BARNEHURST GARAGE, Ltd., have a selection of guaranteed used Renaults, all models.—Barnehurst Garage, 1-9, Barnehurst Rd., Bexleyheath 725.

1953 Renault 750cc 4-door saloon, in really nice condition; £595; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

1957 Renault Dauphine saloon with sunshine roof, 4,000 miles only, as new; £715.—Glayton's Condon), Ltd., 17, Bruton Place, London, W.L.

1955 Renault Fregate, blue/grey hide, immae change—Hewith Garages, Ltd., High St., Amble Stouth-ridge 5139.

1954 (August) Renault 750 saloon, 25,000 mile one lady owner, any trial: 2355, exchange h.p.-11, Perrymead, Prestwich, Manchester, Prest (C208

h.p.—11. Perrymean. Presswich. Sallenceser. (C20082
£395 or one-third deposit, balance 2 years.—July
1952 Renault '80 saloon, 13,000 authentic
miles only, colour golden sand, as new.—Motor House,
Stoulton, nr. Worcester. Tel. Peopleton 275. [3621
1956 Renault Dauphine, finished in sage green,
7,000 miles only, quite exceptional; 2650. Another,
normal gear box. 10,000 miles; 2655.
MICHAEL CHRISTIE MOTORS, Bicester Rd., AylesLord Balance, 1957 (August) Renault Fregate de luxe saloon,
nominal mileage at \$5,000, taxed Dec., cost
nearly £1,400: must be a bargain at £985; terms, exchanges.—Corner Garage, Gorton Et., Blackpool, Tel.
6858.

6858. (C2083 6658) III—Renault Pregate Amiral overdrive full de luxe saloon, 1955, immaculately finished in 2-tone black and aliver grey with grey hid mished in chimping and cultuming and companion of the control of

Renault Care Wanted

EFT-HAND drive 750, 1949-1955.—Eton Garages, 13554 ROWLAND SMITH'S. the Renat.; buyers; highest cash prices.—Hampstead High ... N.W 3. Ham [W4018/R]

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CNK
1956 Riley Pathfinder, maroon, bench seat, R.M.V.
1954 Riley Pathfinder, 2595,
1954 Riley Pathfinder, grey, bench seat, radio,
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1955 Riley 11/2-litre. 2-tone black/ivory, green upholstery, radio heater 19,000 miles; £815.

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FOR new and second-hand Riley cars.

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Riley 2½-titre saloon, grey, fitted radio, beater, washers, low mileage, B.M.C. Warranty; £795.—102. London Rd., and High St. Kingston-on-Thames Kingston 5346.

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1956 Riley Pathfinder saloon, radio, heater, maroon with maroon interior; £985.
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GEORGE NEWMAN & Co., 369, Euston Rd., London, 1C3023 RILEY Pathfinder, maroon, usual extras, very low mileage, magnificent, 1956 (Aug.); £399.—291, Oxford Rd., Reading, 50432.

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[Cilc2]

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Ningston 3348.

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1956 Riley 1½-litre saloon, immaculate condition, one owner, heater, screenwashers, wing mirrors; £825.—Wheelers (Newbury), Ltd., Newbury 1020.

Riley Pathfinder 1955, 23,000 miles, seat covers, and roof, screenwashers, new tyres, good condition; £825 or near offer.—Rickmansworth 2278,885.

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8885. [W5016/R]

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by Windower, good mechanically, economical,
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1936 Gurney Nutting sedanca coupe, colour black PIII sedanca, coachwork by Barker, late 1937, truly ROLLS, 1929, 20 saloon; £185.

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1955 Rolls-Royce Silver Wraith, long wheelbase, 7.

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1946 Cyres, engine just overhauled, in very exceptional condition, taxed: £355.—Atto Services (Horselfond).
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(C1107)

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1955 Rover 90, black with red leather, radio, heater, screenwashers, etc., maintained by Rover Cars, Ltd., for one fastidious owner from new unquestionably a specimen of this marque, 2978.

1954 radio, heater, many other extras, the original superb condition of this car must be seen in order to appreciate its value for money at only £865.

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TENLYS offer with 4 months' guarantee:—

1956 Rover 90 saloon, overdrive, green with green interior; £1,195.
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Please ask for Mr. Cray. Gulliver 5721. [3925]
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LTENLYS, Ltd., Bromley, Ravensbourne 3456, EV. 1954 Rover 90, in very good condition throughout; £775.
COTT CARS, 341-347, Pinchley Rd., Hampstead, £775.
Condon, N.W.5, Hampstead 8576/7779 [C4016 1954 EV.55]
1954 EV.55
London, N.W.5, Hampstead 8576/7779 [C4016 1954 EV.55]
1955 Rover 90, sun-root, radio, one owner, exceptional cond. throughout.

A PREEMAN, Ltd., Groevenor Garage, Burnage Lane Levenshulme, Manchester, 19. Rusholme, 2874.
1955 Rover 90 saloon, green, radio, covers, one owner, £1.025.
Rover 90, 1957 features, black and ref; £1.065.—Odeon Motors, Ltd. Bar. 1144.

1950
Rover 90, 1957 features, black and ref; 11,065.—Odeon Motors, Ltd. Bar. 1144, 1956 redio, no owner; £1,200, PROSPECT GARAGE (BANSTRAD), Ltd., Brighton Rd., Benistead, 1950 (Second Prospective Control of the Cont

1956 Rover 90 saloan, one owner, blue with blue pass & JOYCE, 184, Great Portland St., Wil. (C3035)

1956 Rover 90 saloon, black, one owner; £1.195.
OGord, 67, George St., W.1. Welbeck 689

ROVER 90 ROVER 90

1956 Rover 90 saloon, 17,000 miles only; £1,165.—
British & Colonial Motors, Ltd., 77, 8t.
Martins Lane, W.C.2. Temple Bar 3586, cl. (1021)
7 Rover 90, due grey with red leather upholnew colonial property of the salour server of t

1957 Rover 90, 8,000 miles, green with green interior, one owner, as new: £1,275—Easton Motors, &t. Neots 8497.

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3721. 4 Nover 90, radio and heater, 22,000 miles, 3721. 4 Nover 90, radio and heater, 22,000 miles, 4 Nover 90, radio and heater, 22,000 miles, 200 miles,

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Littlewick Green 70; evenings and week-ends,
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LMOST new Rover required immediately—
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£795.—Jaguar XK120, 1954 seater, black, hard and soft
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tops, radio heater, spots.
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tvory, overdrive, grid, spots, heater.
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tvory, overdrive, grid, spots, heater.
£795.—Austin-Healey 100, 1955, 2-seater, polless
tvory, overdrive, Tryes, twin spots.
£795.—Austin-Healey 100, 1955, 2-seater, polless
twork, overdrive, grid, spots, heater.
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£795.—Total 1956 Mark VIII aerodynamic 2-seater,
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£69.-M.G. 8 M-type sports 2-seater, good hood and screens. MANY others; easy terms.—B. & G. Motors, 194-8.
Arlington Rd., Camden Town, N.W.1. Gulliver [C1019

ROWLAND SMITH'S for Sports Cars,

ROWLAND SMITH'S for Sports Cars,

745 sns.—M.G. A. 1956 Glacier blue, grey leather,
695 sns.—Healey, 1954, 3-litre 3-seater roadster, ice
65 sns.—Healey, 1954, 3-litre 3-seater roadster, ice
65 sns.—Triumph TR2, late 1954, B.r.g., leather,
665 sns.—Triumph TR2, late 1954, B.r.g., leather,
67 sns.—Triumph TR2, late 1954, B.r.g., leather,
67 sns.—Triumph TR2, late 1954, B.r.g., leather,
67 sns.—Healey, 1952, 3-litre 3-seater roadster, red,
67 sns.—Healey, 1952, 3-litre 3-seater roadster, red,
67 sns.—M.G. Midget, 1954, TF 2-seater, red,
67 sns.—M.G. Midget, 1953, TD 2-seater, heater,
68 sns.—M.G. Midget, 1953, TD 2-seater, heater,
68 sns.—M.G. Midget, 1953, TD 2-seater, heater,
68 sns.—M.G. Midget, 1953, TD 2-seater, heater,
69 sns.—M.G. Midget, 1955, TD 2-seater, leater,
69 sns.—M.G. Midget, 1959, TP 3-seater,
60 livery leather, twin carburettors,
60 sns.—M.G. Midget, late 1949, TC 2-seater,
61 livery leather, twin carburettors,
62 sns.—M.G. Midget, late 1949, TC 2-seater,
63 sns.—Singer 9, 1951, 43 2-4-seater, Clipper blue, windtones, Brooklands wheel,
65 sns.—Singer 9, 1951, 43 2-4-seater roadster,
65 sns.—Singer 9, 1948, 2/4-seater roadster,
67 sns.—Singer 9, 1948, 2/4-seater roadster,
67 sns.—Singer 9, 1948, 2/4-seater, clipper sns.—Alland, 1947, sports 4-seater, red, good
67 sns.—Alland

Sports Cars Wanted

ROWLAND SMITH'S the sports car buyers; highest cash prices.—Hampstead High St., N.W.3. Ham.

W4018/M
WANTED, sports racing car; reasonable.—Elliott, 6,
The Avenue, Middlesbrough. Tel. 89626. [3581]
TUNING repairs unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W 13. River-10755/R

BOON & PORTER, Ltd.

1956, grey/red upholstery, 7,100 miles; £450.

CASTELNAU, S.W.15. (Nr. Hammersmith Bridge.)
Riv. 4444.
WARWICK WRIGHT, Ltd., offer:—

1955 Standard 8 de luxe saloon, green, red u 1955 holstery, heater, 11,000 miles; £435. WARWICK WRIGHT, Ltd., Lord's Court, St., Joh Wood Rd., London, N.W.8, Cunningham 60 [C44

DUNCAN HAMILTON & Co. offer:--

1954 Standard 8, maroon, fitted Ocelot logocores, Laystall Alexander conversion, branch exhaust manifold, wire wheels, stiffened spension, anti roll ber; 1957 long range head lan leater, rear windscreen wiper, rear opening boot, e4450. OPEN all Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 5101.

1954 Standard 8 saloon, heater; £400.

1954 SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

C.M.I. CAR SALES (Renown 6623) offer:-1955 Standard 8 saloon, one owner; £425.

3 month's guarantee, terms, list on application— Swiss Cottage, Finchley Rd., N.W.3. (CIOSI HENDON CENTRAL GARAGE, Ltd., offer:—

Handom 804-5. It was mileage, taxed; £390.—Wathendom 8084-5. [C2034]
1958 Standard Gold Star 8, blue, red beige trim. \$5.000 miles only; £565. \$TARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2490 and 0296. [C312]
1955 Standard 8 saloon, heater, radio, seat covers. \$900 miles; £455. Gernards Cross. Denham £716. Gernards Cross. Denham £716. Gernards Cross 2545. [3995]

1957 (July) Standard 8 Gold Seal, grey, heater etc., 7.000 miles, as new; £545.—Ivor Beal

AZ MOTORS offer 1948 Standard 8 tourer, one owner, beautiful condition; £225!—Palmerston Rd., N.W.6. Mai. 4723. 1957 (August) Standard Gold Star 8. grey. heater, unblemished, 4 months' guarantee; 565.—Campbell Symonds, Wembley, 6262. (C1037

Standard 8 saloon, blue with red interior, low mileage, loose covers: £395.—Windovers, Hyde, Hendon. Colindale 4051 (August) Standard Super 8 saloon, blue, 1954 Standard low miles

Ltd., The Hyde. Hendon. Collindale 4031 [C3118]
1956 | Sandard Super 8 saloon, blue, beater, one owner; £470.—vandervell Bros., Ltd., 215, Haverstock Hill, N.W. 5. 8wl, 4441. [C307]
1955 | Standard 8 saloon, grey, excellent appearance and performance; £395.—R.L.H. Motors. Ltd., 601-609, Kinga Rd., S.W.6. Renown [C3125] Renown [C3125

GS125
SE26—Standard 8 saloon, 1957, one owner, small mileage, fitted many extras, including heater, upper cylinder lubricant and underseal; £495.—Maythorpe Motor Co., 42, Sydenham Rd., S.£26. Tel. syd. 6827.
375 gns.—Standard 8 1954 model saloon, grey/red, extras, written guarantee; choice of 5 Standard Saturdays.—Rowland Smith, Hampstead (Hampstead fuber, Hampstead 6041. (240)8

Pube). Hampstead 6041.

ROWLAND SMITH'S, the Standard 8 buyers; highest cash prices.—Hampstead High St., N.W.S. Ham. (W4018/R STANDARD House,

ROYDON.

EXCLUSIVE Standard and Triumph distributors.

1956 Standard Super 10 salcon, cellulosed in grey, washers and twin ving mirrors, a carefully used one owner car, only 15,900 miles, immaculate condition; 5455.

THE above cars carry the Standard and Triumph premium used car warranty.

HIRE purchase and part exchanges.

TANDARD House, South End, Croydon

STANDARD main distributors. Croydon 0266 and

WARWICK WRIGHT, Ltd., offer:-

1955 (Nov.) Standard 10 saloon, blue, red up-holistery, heater, 15,000 miles; £475. WARWICK WRIGHT, Ltd., Lord's Court, St., John's Wood Rd., London, N.W.S. Cunningham, 6950. SEYMOUR & CLEMENTS, Ltd., offer:-

1956 (Nov.) Standard Super 10 saloon one owner. 9,000 miles, beauty: £540.—58, Watford Way, Hendon Central, N.W.4. Hendon 9111.

SEE SPECIAL FEATURES

On Pages 142 - 153

and Pages 154 - 155

STANDARD 10 1957 saloon, 9,000 miles; £575,—26 St. Gabriels Rd., Cricklewood, N.W.2. [3965 1957 Standard 10, two pedal, dual tone, low mileage, as new; £595.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [C4121

1956 Standard 10, black/fawn, heater; £520.— Odeon Motors, Ltd., Bar. 1144 [C3028 1955 Standard 10 saloon, heater, excellent: £475 —Rawling's Tudor Garage. Ltd., 923-931 Fulham Rd., S.W.8. Renown 2281. [334

1955 Standard 10 de luxe saloon, blue, red leather, fitted heater, exceptional in every respect; WEST STREET MOTORS (LONDON), Ltd., London Rd., Tooting Junction, S.W.17, Mitch.

Seal. Condon Rd., Tooting Junction, S.W.I. Mitcham 5281.

1956 Standard Super 10, heater, Alexander conversion, perfect car: £555.—Bertram Coven, Ltd., Hermitage Lane, Streatham. Pollards 2100.

425 gns.—Standard 10 1955 saloon, elfin green, pass light, excellent condition: written guarantee; terms, exchanges.—Rowland Smith, below;—

15 gns.—Standard 10 1959, auper de luxe saloon; description of the saloon of the saloon of the saloon of the saloon. Saturdays.—Rowland Smith, Hampitead (Hampitead Odd).

1057 Standard 10 Phase II, immaculate, one owner, low milesage, heater, choice of three from £565; h.p.: three months' guarantee: exchanges.

PREMIER MOTORS, 295, Lewisham High St., S.E.IS.

Lee Green 1051.

Lee Green 1051

1957 clutch, heater, screen washers, wing mirrors green, only 6,000 miles, as new throuchout, guaranteed. 6282.—Campbell Symonds, Wembley 6262. (C103)

1956 fitted Alexander conversion, small mileage, unmerous extras, as new, £545; h.p. terms and exchanges.—E.R.G. Services, Summerland Odns., Muswell Hill, N.10. Tudor 8073-6; Pit. 0285.

STANDARD COMPANION
CENTRAL GARAGE (CROYDON), Ltd.

1957 Standard 10 Companion, green with brown upholstery, fitted with 5-button H.M.V. radio, heater, screenwasher, wing mirrors, chromed roof-rack; £655.—Central Garage (Croydon), Ltd., Fell Rd., Croydon 746.

1956 Standard Companion 10hp 4-door estate car, guarantee; exchanges, president of the companion 10hp 4-door estate car, guarantee; exchanges, president of the car, president o

NOV. 1955 Standard 10 Companion estate car, grey, red interior, heater, one owner, fine economical, all-purpose vehicle: £575 or terms.-Hillwood Motors. Mill Hill (London) 4252.

STANDARD PENNANT

1957 (Oct.) Pennant, heater washers, 3,000 miles, £710.—The Bexhill Motor Co., Ltd., London Rd., Bexhill-on-Sea 2000, [T9052]

1958 Standard Pennant (February registered), taxed year, fitted heater, 900 miles only; £725.—Bells Service Garage, 144, London Rd. Kington-on-Thames. Kingston 1185. STANDARD ENSIGN

1957 (Nov.) Ensign, heater, wasners, 5,000 miles; £865.—The Bexhill Motor Co., Ltd., London Rd., Bexhill-on-Sea 2000.

17905: STANDARD 14
1947 Standard 14, l.h.d., exceptionally good mechanisms of trial, this weer's bargain at £179.—Q. P. (Balham), Ltd., 2c, Ba.ham Hill, S.W.12 (100yds Clapham South Tuoe). Bat. 1107. [C2024]

STANDARD VANGUARD
STANDARD House.

CROYDON.

EXCLUSIVE Standard and Triumph distributors.

1955 Vanguard estate car, cellulosed in black with electric overdrive, heater and radio, one owner since new and a carefully maintained vehicle in excellent condition throughout offered with every confidence at

1955 Vanguard saloon, phase II, celiulosed in grey fitted heater, this is the best Vanguard we have had the pleasare of offering for sale secondand, indistinguishable from new and thoroughly recommended, 20,000 miles only, £595.

The above cars carry the Standard and Triumph premium used car warranty.

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CANDARD House, South End, Croydon,

STANDARD main distributors. Croydon 0266 and

CRIC HAYES, Ltd., offer:-

ERIC HAYES, Ltd., offer:—

1955 Vanguard, overdrive, heater, colour green, loose covers, superb condition throughout. Sept.—15. Bishops Bridge Rd., W.2. Ambassador (12055)

1955 throughout; £495. Throhley Rd., Hampstead, Scott CARS, 541-547, Finchley Rd., Hampstead, London, N.W.5. Hampstead 8676 7779 (12016)

1957 two-tone, 4,000 miles; £825. GEORGE NEWMAN & CO., 569, Euston Rd. London, 1,000 CEORGE NEWMAN & CO., 569, Euston Rd. London, 1,000 Miles; £825. CEORGE NEWMAN & CO., 569, Euston Rd. London, 1,000

VANGUARD, 1949, heater, black, good condition £285.—92. Cowley Rd., S.W.14. Prospect 4072

PHASE II Vanguard, black, registered Sept. 1955.

Pamart clean car in excellent condition; £460.

Northwood Hils Rotor Co., Northwood \$271. [C5129]

Standard Vanguard Phase III saloon, heater, really immaculate order; £750.

1954 order and well maintained; £475.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008]

1957 (April) Standard Vanguard saloon, grey, one owner, 6,000 miles; £285.—Vandervell Bros. Ltd., 215, Haverstock Hill, N.W.5. Sw., 4441. [C4067]

1955 Vanguard Phase II saloon, black, red interior; Kingston Rd, Wimbledon, Tel. Liberty 3456, (Cl077 1951 Standard Vanguard, heater, radio, in very good condition throughout; £539.—Cavendish Adotors, Cavendish Rd., N.W.6. Willedden 0046, (Cl121

1955 Standard Vanguard Phase II saloon, black titled many extras; 1967 Swith red leather, radio, heater, specimen car litted many extras; 1967 CRS (LONDON). Ltd., 66, London Rd. Toothing Junction, S.W.17. Mitcham

1952 Vanguard saloon, heater, radio, 2-tone macu.ate, guaranteed; £370; paymer Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319.

Vaughan, 17, Astwood Mews, S.W.7, Fro. 1319. [C4078]
1957 Standard Vanguard one owner, 9,000 miles only, breater, taxed, as new, £825.m. [E. Mead (Sales), Ltd., 42, Queen St., Maldenhead, Tel., Maldenhead, Tel., (C8011)

Maidenhead 5451-2. [CS011]
1954-5 Vanguard phase II, radio, heater, electeric overdrive, Ace Rimbellishers, etc.;
£575.—Iver Service Garages, Ltd., High St., Iver,
Bucks, Tel. Iver 465-4,
1951 (Dec.) Vanguard saloon, immaculate condition throughout, guaranteed; £593.—Paimers,
Russell Garden Mews, Kensington, W.14. Park
9704.

1957 Sportsman Vanguard, grey and black, beigg leather, heater, overdrive, 18,000 miles, beautifully maintained by private owner, £895 or ex-

ange.
OUTH LONDON MOTORS, Ltd., 512, High Rd.,
Streatham, London, S.W.16. Pollards 4444. 1956 Vanguard, overdrive, radio, heater, 2-tone, owner, unmarked condition, like new. E725.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3, opposite Finchley Rd. Tube Stat.on. Ham. 9681.

£295—Standard Vanguard, 1949, tip-top condition, black beige, good tyres, leather, choice 5; many others; A.A. or R.A.C. exams, welcomed; exchanges; hire purchase—Benmotors, 1, Clarendon Rd., W.11 (50 yds Holland Park Tube). Park 5066-7.

W.11 (50 yds Holiand Park Tube). Park 5066-7.

375 gns.—Standard Vanguard 1953 Phare II saloon, leather, one owner, very good condition; written guarantee; choice of 2 Vanguards; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead (C4018

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

ROWLAND SMITH'S, the Standard buyers; highest cash prices.—Hampstead-High St., N.W.S. Ham. (W4010.78 XXX Excellent cash price offered for g Standard.—H. P. Edwards, 154, Or Titchfield St., London, W.1. Langham 0012. [W2

BARKERS MOTORS (LONDON), Ltd. (Tel. Balham 6666) for Standard spares, sales and service.—209, Balham High Rd., S.W.17.

L ARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 34151 (5 lines) (0301/R Md., Lecus, z. Tel. 34151 (5 lines)

STANDARID spares for all models: largest provincia:

Stockists.—Holingdrake Automobile Co., Ltd.,

Blockport (Tel. 4664); and Price's Drive, Colwyn Bay
(Tel. 3522).

Cite. 352D spares, all models from 1955 (replacement units from 1958); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (8.W. Surrey distributors), Alexandra Terrace, Guidford 5591, 10353/K.

HALLS (PINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1959 onwards, guaranteed 5 months, Guirch End. Pinchley, Pinchley 5505.

STUDEBAKER

1951-2 Studeoact convertione, radio, heater, out-SCOTT CARS, 941-347, Pinchley Rd., Hampstead, London, Nw.3. Hampstead 8676-7779. ICOU. FARINA, radio, heater, ocelot covers, twin spots, citar lighter, underscaled, November, 1953.—Kings Motors, I, High St., Kounsiow 5532 & 2595. [122048] radio, heater, out-

1939 Studebaker Champion 2lhp 4-door de luxe saioon, grey blue, very smart; £150; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6456.

N.W.6. Hampstead 6450. [C102a.]

STUDEBAKER convertible saloon, 3,674cc. I.h. drive, power steering & braking, auto transmission, 2-speed wipers, windscreen washer, car & radiator heaters, cigar lighter & flame, flame, for black body, with part stainless steel trim. In the property and extra Dunophiles of the property of the propert

SUNBEAM

R ROOTES

HAVE available a range of Sunbeam cars of very How mileage
DEVONSHIRE House. Piccadilly. W.I. Groavenoi 5401.

GEORGE HARTWELL

SUNBEAM Mk, IIII. 1955 series, gun metal/red heater radio screen wash, badge bar, fog lamp: £795.—35-41, Holdenhurst Rd., Bournemouth, Tel. 4161. (C207): TOM GARNER, Ltd., offer:-

1956 Sunbeam Mx. III saloon, grey/blue, htr., rdo...
TOM GARNER, L.d., 10-12, Peter St., Manchester, 2.
Blackfrars 920-5-7.
H. A. SAUNDERS, Ltd., offer:—

1955 Sunbeam Mark III saloon, grey, red upholradio, overdrive, rev. counter, turbo disc, spot lamp,
screen washers and sun roof; E845, High Rd., North
H. A. SAUNDERS, Ltd., 686-842, High Rd., North
Flinchey, N.12. Hilside 5272 (6 lines). [C4092]
SWANMORE GARAGE, Ltd., offer:—

MARK III Sunb-am 1955 series, one owner, numer-ous extras inc ude overdrive, tachometer, H.M.V. radio, heater, o'rid-ra, draught deflectors. Marcha spot lamps, win-iscreen washers, mist green, green leather, taxed 1958; £855.—1176-1180. Christchurch Rd., Boscombe Tast Sou'hbourne 33544. [C4024] WEYBRIDGE AUTOMOBILES offer:-

1955 Sunbeam Mark III. green with green interior fitted overdrive with rev. counter, etc., one owner, 44,000 miles, excellent condition throughout

WEYBRIDGE AUTOMOBILES, Ltd., Weybridge

HENLYS offer with 4 months' guarantee:-1956 Sunbeam Rapier saloon, one owner, red and cream with red and grey interior; 2835.
HENLYS. Ltd.. Parkway, Resents Park, N.W.1.
Please ask for Mr. Gray, Gulliver 5721. [3929]

695ens—Sunbeam Mark III convertible, 22.00 mles, on owner—Le Grice Eiers, 107, Old Bromptor Rd. S. W. Rensington 2477. [2205]
1956 cream. overdrive. rev. counter, H.M.V. radio, heater, w/washers, Mich. X tyres, 13,000 mlles, one owner: £815.

VI SERVICE STATION, Kingston Vale, S.W.15

XL SERVICE STATION, Kingston Vale, 8.W.15. [C4065]

1955 [July) Simbeam Mark III saloon black, red leather, filted overdrive, radio, heater, badge bar, fog lamps, somen washers, etc., as hew: £795—Gibsons Sports Cars. Lyndhurst Rd., Christehurch, Hants. Tel. High-ciffe 2275.

XX 1955 [Abril Sunbeam Mark III saloon, this really outstanding and beautifully manhaned car is justice outside a property of the salound care. Siding roof screen washers, in finished in heater, sliding roof screen washers, and is probably one of the most attract we examples offered; written guarantee; 2785, terms. exchanges, —H. F. Edwards, 134, Grat Titchfield St., London, W.1, Langham 0012.

Causham Care Wasted

URGENTLY required, 1947/57 Sunbeaug.—Olisons Sports Care (Christchurch), Lid. Lyndhurst Rd., Christchurch Hants. Tel. Highcliffe 2875. [W2103]

Sunbeam Cars Wanted

ROWLAND SMITH'S, the Sunbeam buyers; highest cash prices.—Hampstead High St. N.W.S. Ham.
[W4018 R ALMOST new Sunbeam required imme Morley, 76, Cambridge Road, Kingston.

XXX Excellent cash price offered for good Sunbeam.—H. F. Edwards, 154, Great Fitchfield St., London, W.1. Langham 0012. [W2005]

Titchfield St. London, W.I. Langman outs.

SUNBEAM ALPINE

SUNBEAM Alpine, 1vory/ red, immaculate: £180 extras including has too two authentic owners,
nearest £700.—105, Chelt Rd., Gloucester. Tel. 20876.

1954 (April) Alpine, blue, heater, screen washers, apot lamps, tonneau cover, new tyres, 22,000 miles, one owner, unmarked; 2675, Mervyn Austin, Kensington 8862 or Welbeck 6655.

Kensington 8992 or Weibeck 6955.

£695 — (June '54) overdrive, radio, heater, screen ights, tonneaux cover, rovry, red leather—Johnson & Brown, 268-270 High St., Bromley. Ravensbourne. GEORGE HARTWELL.

SUNBEAM Rapiers, series I, 1956, choice of two speci-men low-mileage cars, pearl/pippin red, yellow/ black, both with heaters, from £795.—55-41, Holden-hurst Rd., Bournemouth Tel. 4161, [C2079 TOM GARNER, Lid., offer:—

1958 Sunbeam Rapier saloon, grey/black, 700 miles FOM GARNER, Ltd., 10-12. Peter St., Manchester, 2. Blackfriars 5265-6-7, Blackfriars 5265-6-6, [C2020]

956 Sunbeam Rapier saloon, fitted heater, in spot-less condition; £315.

AMES SPENCER (BEXLEYHEATH). Ltd. Crook Log. Bexievheath, Tel. Bex. 4265 and 4209. [3971 DAVY, Ltd., Rootes Agents.

6.500 miles; Sunbeam Rapier 1957, heater, one owner, fastidiously maintained, comprehensive guarantee; £995.—215, Brompton Rd., S.W.3; Kni. (C1069) BEART & Co., Ltd. offer:-

1956 Sunbeam Rapier saloon in red/cream, red upholstery, overdrive, radio, heater, one owner. £795.—102. Londor Rd., and High St., Kingston-on-Thames. Ringston 5348, C1081 CONAUGHT ENGINEERING offer:

SUNBEAM Rapler, twin carburettor model, registered 1956, finished in Corinth blue and dawn nist, fitted overdrive, rev-counter, heater, etc., one other from new low mileage; £675, CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey, Ripley 3122.

WARWICK WRIGHT, Ltd., offer:—

WARWICK WRIGHT, Lea., the pearl grey and red, red, red, red, grey upholstery, radio and heater, 10,000 miles; £895.

1957 Sunbeam Rapier R87 saloon, blue and grey, smiles; £895.

2225: another in antelope and grey, similar milesge, WARWICK WRIGHT, Ltd., Lord's Court, St., John's Wood Rd., London, N.W.8. Cunningham 6050.

[C4045] HENDON CENTRAL GARAGE, Ltd., offer:-

THE new Sunbeam Rapier for early delivery.—Wat-ford Way, Hendon Central, N.W.4. Tel. Hendon 7084-5. [C2034] COOMBS & SONS (GUILDFORD), Ltd., offer:

UNBEAM Rapier sports saloon, first registered August, 1957, finished in duo tone pearl grey and nove beige, lavishly equipped with many extras in adding push-button radio, heater, overdrive, screenshers, twin fog lamps, badge bar and transparent at covers, 2,000 miles only, entire car completely as we 61025.

cooming the control of the control of the control of the complete control of the control of the

Rd. Guildford, Surrey, Guildford ossett [C1057]
1957 Sunbeam Rapier, blue and tvory with grey interior transagarent seat covers, 2,000 miles, CRANCIS MOTORS, 393, Humberstone Rd., Leieseter, Tel. Sunbeam Rapier; £800 — Parnham Moto, to 1956 Ltd., Downing St., Farnham, Tel. 4873-4 [C215]

1957 model Rapier, grey and blue, 12,000 miles fitted radio, heater, immaculate condition FERRIDGE, Ltd., Alton 2224.

1957 Sunbeam Rapier, blue/grey, R67 engine, o drive, centre gear change, 7,000 miles, markeg and as new, current list price, £1,125; £895 G. E. HARPER, Lids, London Rd., Stevenage 700

1956 Sunbeam Ravier saloon, cerise and bette genuine 15,000 miles by one owner, virtuall

THOMPSON-DOXEY, Ltd., Mercedes-Benz distribu-tors, 109 and 159, Eastbank St., Southport, Lanes,

1957 Rapier. 7,000 miles, heater, overdrive, one owner, as new £895.—Tolworth Motors, Ltd. Kingston By-Pass, Tolworth, Elmbridge 2254. (C408) 7 Sunbeam Rapier, red/grey, R67 engine, 11.00 miles, as new; £850.—Jarvis Brook Engine, Ltd., Crowborough, Sussex. Tel. 17

1956 Sunbeam Rapier, heater, 7,000 miles on iv. indistinguishable from new; £825.—Sidney Marcus, Ltd., 33. Sloane St., S.W.1. Tel. Belgravia (75006)

clock etc. central gearchange, Queen's Head Garage, 2005 MOTORS, Ltd., Queen's Head Garage C&W East End Rd., N.3. Pinchley 6236 (3 199-5)

1957 Sunbeam Rapier saloon, red/ivor heater, 4.000 miles, one owner. 4.395.—Vare Motors, 472, Archway Rd., N.6. view 9039 5306.

SUNBEAM RAPIER

1956 Sunbeam Rapier, fitted heater, radio, overdition; £825.—The Bridgmorth Garage, Ltd., 500 miles, 000 miles, Ltd., offer;—1957 model Rapier Saloon, Jack RoSE, Ltd., offer;—1957 model Rapier Garage (2036) for the care due to family between the saloon, Jack Rose, Ltd., offer;—1958 brand new and with underseal, wing mirrors and electric washers, unique opportunity; £985; 400 other care available; write for fully descriptive priced catalogue.

Camber Mortors, Leighton Buzzard 2041; open fully descriptive priced catalogue.

Camber Mortors, Leighton Buzzard 2041; open fully descriptive priced catalogue.

Camber Mortors, Leighton Buzzard 2041; open fully descriptive priced catalogue.

Surbeam Rapier Care Wanted

Sunbeam Rapier Cars Wanted

I MMACULATE 1957 Sunbeam Rapier wanted for private buyer.—Arn. 3036. NEW Rapier saloon required, consider convertible; immediate payment.—81, Aireaford Rd., Winchester, [W4087] ROWLAND SMITH'S, the Rapier buyers; highest cash prices.—Hampstead High St., N. 5. Ham. A LMOST new Rapler required immediately,

A Morley, 76, Cambridge Road, Kingston, Kingston, W85016/R

GEORGE HARTWELL UNBEAM-TALBOT 90 Mk, IIA 1955, choice of 2 carefully maintained specimens, both with heater; m £64b-65-41, Holdenhurst Rd., Bournemouth, 1,4161, EOROGE HARTWELL.

SUNBEAM-TALBOT 90 Mk, II. 1952, black/red, radio, tuned engine, in excellent condition, £525, 55-41. Holdenhurt Rd., Bournemouth, Tel. 4161, (22079)

1954 Sunbeam-Taibot 90 Mark IIa saloon, blu
1954 fawn uphoistery, heater, 17,000 miles; £75
WARWICK WRIGHT, List, Lord's Court, St. John
Wood Rd., London, N.W.8 Cunningham 605
(C30)

CHIPSTEAD MOTORS, Ltd., offer:-

CHIPSTEAD MOTORS, Ltd., offer:—

CONCOUR Mark II.a. 1954; this very low mileage, car is specially finished in dual grey and marroon, every conceivable part of the engine is chromium plated, absolutely mint condition throughout; offered at £695.—142, Holland Park Ave., W.II. Park 5445-6, [ClO46 1951]

Sunbeam-Talbot 90 sports saloon, in dual Colour, extremely smart car; £465.

ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., W.2. (C2035)

1950 Sunbeam-Talbot 190, heater, really excellent 50 Sunbeam-Talbot 190, Leafer, really excellent 50 COTT CARS, 541-547, Finishey Rd., Hampstead, Science 1955 Sunbeam-Talbot Albine, ivory, taxed Dec., 1955 Sunbeam-Talbot Albine, ivory, taxed Dec.

DEC. 1955 Sunbeam-Talbot Alpine, ivory, taxed Dec. immaculate; £700.—Gravesend Motors, Ltd., 4234,

1949 Sunbeam-Talbot 90 grey black saloon; 2545 CAMDEN MOTORS specialists in high-class u Sunbeam-Talbots selection from our stock of nodels:—

SunBEAM-TALBOT 90 maloon, October 1954, one very SunBEAM-TALBOT 90 maloon, October 1954, one very Insert of the Interior, ingine just decoked moderate total mileage, the whole ar virtually as brand new; £695.

SunBEAM-TALBOT 90 maloon, 1954 model, black, red SunBEAM-TALBOT 90 maloon, 1954 model, black, red SunBEAM-TALBOT 90 maloon, 1954 model, black, red SunBEAM-TALBOT sun superbly maintained; hot provided the superbly maintained; 1945. vashers, white aidewall tyres, superory manuscript, co45.

Sunbeam-talbor so saloon, 1953, in green with fawn trim, spotless condition, new Goodyear de

SUNBEAM-TALBOT 90 saloon, 1953, in green with like tyres. Sign potiese condition, new Goodysar de Live tyres. Sign poties consensus de lives, consensus consensus de lives, very titractive condition; 6298.

SUNBEAM-TALBOT 90 saloon, 1951 Mark II series. pastel blue, one owner since new, with heater, Accompany of the consensus consensus de library of the consensus de library of

11 way Garage. West St., Portchester. Hants, Cosham 76770.

1953 Sunbeam-Talbot 80, one owner, Michelin X, Downing St., Parnham. Notor Co., Ltd., Downing St., Parnham. Tell. 6973 asloon, black Callo N, Isaher, Parnham. Tell. 6973 asloon, black Callo N, Isaher, heater, a superior model capable of high performance: £385 or terus.—Hillwood Motors, Mill Hill (London) 4282.

SUNBEAM-TALBOT 80 1951 Mark II convertible, centre gear change, Michelin X tyres, radie and heater, many sxtras; £455.—Canonbury Sta7. 85, Corsics St., N.5.

4445—Subon, asin bronze, heater, a rare poorte in specimen condition.—Haverstock Garage, Maverstock Hill, N.W.3 Oulliver 2662.

1948 terior, radio, demister, sun roof, very attractive car; £375.—Clubmam Autoe, Ltd., 139-142, Nigh St., Tooting, S.W.17.—Balbass 3494.

AND SERVICE USED CARS FOR SALE AND WANTED-SPARES

SUNBEAM-TALBOT

1954 (June) Sunbeam-Talbot Mark IIa saloon, grey with red leather, moderate mileage, fitted heater, outstanding condition; £625.—Harry Kitchener, Ltd., 180, Goldington Rd., Bedford, Tel., 68216. [3357]

325 gns.—Sunbeam-Talbot 10 1947 sports salouted washers, exceptional; written guarantee; terms, exchanges, list; open 9-7 week-days and Saluridays.—Rowland Smith, Hampstead (Hampstead Tube). Hamp stead 6041.

Stead 6041. [Caulb 45]

£535 — Sunbeam-Talbot 90, 1952, superb example, pastel/red, leather, heater, beautifully maintained; another at £435; many others; A.A. or R.A.C. exams. welcomed; exchanges; h.p.—Benmotors; l. Clarendon Rd., W.11. Park 5066.7 (50 yds Holland Park Tube). [Cl017]

endon Rd., W.11. Park 5089-7 (50 Ma Remain Citol) Tube). [C1017 \$5.45 o.n.o.—1953-4 Sunbeam-Talbot Mark IIA saloon de luxe one owner only, meticulously maintained, first-class mechanical order, extras include heater, fiamethrower, rim embellishers, etc., will appeal to the most discriminating purchaser and is available for A.A. or R.A.C. inspection; terms to suit and exchanges.—Below, 1948 Sunbeam-Talbot 10 sports saloon, resuperior order throughout; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053 Experior order throughout; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053 Experior order throughout; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053 Experior order throughout] terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053 Experior order throughout] terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053 Experior order throughout] terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053 Experior order throughout] terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053 Experior order throughout] terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053 Experior order throughout] terms to suit and exchanges.—Elow.

changes.—Coachcraft, Elm Rd., Evenham. Tel. 2782

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superb and spotiess condition throughout, don't mistake this for the usual worn-out high-mileage motor car; it's beautiful, see it if only to compare it; bodywork new, interior ummarked, fitted heater, Ace Rimbellishers, spot lamp, etc., the finest available: choice altogether 6 Sunbeam-Talbots, all hand-picked and callogether 6 Sunbeam-Talbots, all hand-picked and LAMBS OF WOOD GREEN (established 1897): 100

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WANTED privately, 80 or early 90 saloon; price and details to 342, Hillcross Ave., Morden, Surrey.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers. highest cash prices.—Hampstead High St., N W.5. [W4018 R

Ham, 6041.

X X Sunbeam-Talbot.—H. F. Edwards, 154.

Great Titchfield St., London, W.I. Langham 0012.

(W2003)

SWALLOW DORETTI

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Swallow Dorett model, one owner, 55,000

tier, loose covers, yellow blinkers. 2 Town and Country
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601.

TRIUMPH STANDARD House.

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CXCLUSIVE Standard and Triumph distributors.

1956 Triumph TR3, cellulosed in British racing freen with red upholsery, fitted overdrive, tonneau cover, spotlamps and turbo wheel discs, never raced or railled, thoroughly checked in our own workshops, 10,000 miles only with one careful owner, in magnificent condition throughout; £865.

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STANDARD main distributors. Croydon 0266 and 6088. 6 lines. [3552]

1956 series Triumph TR3, red, brown upholstery, Kingston-on-Thames, Kingston 1001.

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1957 TR3, overdrive, wire wheels, heater, sliding screens, white, one owner, specimen; £845, 1957 TR3, discs, 5,000 miles, blue; £695, 1956 TR2, red, superb example; £675, 1956 TR2, black, one owner; £675, 1955 TR2, black, one owner; £675, 1956 White/red specimen; £775, 1955 TR2, overdrive, heater, x tyres, 1955 TR2, pale green, radio, heater; £565, TR2, pale green, radio, heater; £565, TR2, power and 125 other cars at Performance Cars, Ltd., Great west Rd., Brentford, Middx. Eanne E841, do., Great West Rd., Brentford, Middx. CALISBURY MOTOR Co. offer;-

1948 Triumph Roadster, grey, good condition Fisherton St., Salisbury 6025, Salisbury Motor Co., 1949 Triumph 2000 tourer; £365.

ON'S MOTORS (WEMBLEY), Ltd., 355, High Wembley, Middx. Tel, Wembley 4422, [C4015 EY HOWARD & Co., Ltd., offer:— RODNEY

1957 (Oct.) Triumph TR3 sports, white with black interior, nitted heater, washers and Michelin X tyres and disc brakes, total guaranteed mileage is only 1.400 miles, not used this year: £895.—16, Albernarle St., London, W.1. Hyde Park 7166. [3498]
1949 Triumph 2000 saloon, grey; £355.

MONTROE MOTORS (N. II. Boswell), 91-95, Eppim New Rd., Buckhurst Hill, Essex. Buckhurs [C306 DARK MOTORS (KINGSTON), Ltd., offer:-

1953 Triumph Renown, radio, heater, etc., new engine just fitted: £465.—187-195, London Rd., Kingston-on-Thames. Kingston 7610. [C3124

TRIUMPH COUNTY GARAGE (MANCHESTER), Ltd.

1957 Triumph TR3 soft top, beige/red, overdrive, radio, heater, Alfin drums, showroom condition, one careful owner, small mileage; £825.
1955 Triumph TR2 soft top, red/brown, heater, one wide showroom condition, one owner.

1954 Triumph TR2 hard top, ivory/red, heater, one SACKVILLE St., Manchester, 1. Tel. Central 8011-2 J. DAVY, Ltd., Standard and Triumph agents.

tee: £765.
180_184, Kensington High St., W.8. Wes. 7181;
215, Brompton Rd., S.W.5, Kni. 4215. [C1069]
S.T.MARGARET'S MOTORS, Ltd., specialists in used

ST. MARGARET'S MOTORS, Ltd., specialists in used 1782s, offer: A black soft top, check nylon interior, 1557 disc brakes, Michelin X. occasional seat, etc., 5,000 miles, definitely unmarked; £875, 1957 brakes, heater, luggage carrier, etc., 7,000 miles, mint condition throughout; £845, 1956 TR3, B.r.g., black hard top and soft top, heater, wire wheels, Michelin X. electric washers, occasional seat, etc., etc., originally cost over £1,300; £285, Marchals, etc., etc., originally cost over £1,300; £287, Marchals, etc., e

91-95, St. Margarets Rd., Twickenham, Middx. Tel. BOGNOR STATION GARAGE. 1955 Triumph TR2: £635.—20, Longford Rd., Bognor 2102. (C1160

1952 (June) Triumph Mayflower, grey, one careful PHENIX MOTOR Co. (SURREY). Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161.

TR2 1955 B.r.g., 14,000 miles only, immaculate titled heater; £625—Tel. Hove 71666, [C4150 1955 TR2. B.r.g., overdrive, radio, heater, numerous extras; £625—L. F. Dove, Ltd.; show-rooms, 44, Kingston Rd., Wimbledon, Tel. (C1077)

1956 Triumph TR2, one owner, many extras: £760.

Robbins, East Putney. Tel. 7881. [C3010]

1956 June TR3, red cream interior, overdrive washers, tonneau, heater, 14,000 miles, used business only; £790 o.n.o. Midiands.—Box 4871. [3705 business only; £790 o.n.o. Anglanus. 2002 1955 TR2, green, latest type hood and screens £625_Castle Street Motors, 5, St. John (274)

Rd. Hove 70586. 1947 1800 Roadster, good condition, smart black, Path, Chrome finish; £315,-6, Station 1880.

1949 Triumph Renown saloon, grey with blue terior, loose covers; £365.—Windovers, Ltd...
The Hyde, Hendon. Colindale 4031. [C4116

1951 Triumph Renown saloon, green, exce 1957 TR3 hardtop, black, disc brakes, wire w rear seat, heater, wing mirrors; £790 Pinfold Grove, Merry Hill, Wolverhampton.

1955 TR2, 30,000, perfect condition, extras, never rallied; £200,—Watson, 30, Beryl Rd., Bir-

1948 Triumph Renown, radio, heater: £345 -Kings Motors, 1, High St., Hounslow 3532

1951 Triumph Renown saloon, green, exceeding condition, new engine, heater; £365.—

1952 Triumph Mayflower, heater, well above average condition: £395.—Kirkdale Cars. Kirkdale. Sydenham, S.E.26. Sydenham 6129. [C2068] 1951 Mayflower saloon, heater, exceptional condition; £395,—Bridge Motors, Leatherhead

2564. (C1156

1949 2000 Roadster, exceptional condition besidered.—Windsor 1596, evenings. (585)

1956 (Feb.) TR3, hard top and hood, black, red
trim, heater, etc.; 2775; Triumph distributors.—College Motors, Ltd., Bristol 26531. (Below.)

256, TR3, Drt. racing green, heater, tyres
tributors.—College Motors, Ltd., Bristol 26531. (526)

1947 Triumph 1800 Roadster, maker maintained.
as new, taxed, laid up two years, low mileage: £385.—White, Heronbank, Berkswell Coventry.

1957 (Dec. '56) TR3, pearl white red, heater 10,000 miles, lefthand drive; £625—Triumph Distributors: College Motors, Ltd., Bristol 26551, 13800

1949 Triumph 2000 Roadster, new engine, 132,000 miles, this vehicle must be seen to be appreciated; £395.—Palmers, 5, Russell Garden Mews, Kensington, W.14. Park 9704.

1946 (July) Triumph Roadster 1800, heater, radio, work, engine overhauded; £345. Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

625 gns.—Triumph TR2 1954 2-seater, ice blue, over-drive, wire wheels, pass light, carefully used; written guarantee: terms, exchanges.—Rowland Smith,

Delow:— 3. Triumph 1800 1948 roadster coupe, blue, 25 p.v.c. hood; written guarantee; terms exchanges, list; open 9-7 week-days and Saturday-Rowland Smith, Hampstead (Hampstead Tube). Hampstead 604.

£385 —Triumph 1800 saloon 1949, excellent condition, fitted heater, radio, screenwashers.

—Apply Stinton, 3, The Staithe, Mudeford, Christ-church, Hants.

1947 Triumph 1800 saloon, gun-metal grey, grey interior, very good condition throughout, 2295—Jack Kendall, 205, High St., Harlesden, N.W.10.

E295.—Jack Kendall, 205, High St., Rariesoch, F., W., L., Elgar 527.

1957 (July) TR5 hard top, 7,000 miles, disc brakes, wire wheels, heater, etc., one owner, occasional seats; £675.—Tolworth Motors, Ltd., Kingston-By-Pass, Tolworth. Elmbridge 2254. (C4081

1937 Triumph 10.8 saloon, perfect mechanical condition, very good body and interior, leater, good tyres and battery, recent new brakes; £115 or near, must sell quickly.—Wim. 1420 after 7.

1947 Triumph 1800 (14hp) razor edged salors, minaculate 1958 Corinth blue-dawn volours, unrepeatable, £350; exchanges, terms.—Bray Motors, 180-184. West End Lane, N.W.6. Hampstead 6490.

C1024

2435 — Triumph 2000, 1952 model, magnificent conlyres, extra-careful owner; choice 2; many others; A.A.
or R.A.C. exams, welcomed, exchanges, hire purchase,
Bark Tubes, Park 3066-7. [C1017]

Triumph Cars Wanted

ROWLAND SMITH'S the Triumph buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041.

1954 TR2 wanted.—Auto Services (Horley), Ltd., Massetts Rd., Horley. Horley 76. [3716

TR3 required, disc brakes, consider Austin-Healey.

—Greenways, 81, Airestord Rd., Winchester.

XXX fixellent cash price offered for good High St. Epsom, Surrey, Epsom 5611. W2001

BREAKING up 1953 Triumph Gloria; ail parts cheap.

—135, High St. South, East Ham, E.6. Grangewood 2550.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 5322).

NOEL BELL, Lid offer:-

1956 Bedford Dormobil, choice of 3, all in ex-cellent condition; £475. NOEL BELL, Ltd., Putney Vale, S.W.15. Putney [C1153]

JOEL BELL, Ltd., offer: -1954 Commer esta'e car, conversion, fitted heater, excellent condition; £420, NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851.

G&M ALFREDS offer:

G & M 1956 Ford Thames estate car, 4,000 miles; 1991 Humber Snipe 7-passenger coachbuilt estate car, in 1955 condition, superb condition throughout, written guarantee.—6-7, Warren St., W.1. Euston 3268. [C1005] DEDIGREE ESTATE CARS offer

1958 early delivery new Humber Hawk estate.

A33 and Hillman estates.

1955 (Oct.) Hudson cross-country ranch wagon, unblemished

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1958 Morris Oxford Traveller 4-door estate; also 1957 Hillman Minx 4-door estate, only 6,000 miles; also 1956, 1955 and 1954.
1956 Ford Consul, Farnham Abbott estate; also 1956, 1957 Escort and 1955 Thames estate.
CHOICE of over 40 estate cars always in stock.

DRIVATE cars accepted in exchange.

340. Euston Rd., N.W.1. Euston 7889. ROWLAND SMITH'S for Utilities.

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695 cms.—Plymouth Six, 1955, rhd, 6-seater station wayon, 2-tone blue/black, heater, 1 owner, unmarked, 505 cms.—Morris Minor, 1956 de luxe Traveller, 505 cms.—Morris Minor, 1956 de luxe Traveller, experimental milease, 1958,

1957 A55 Countryman, green, heater, 12,000 miles, JARVIS A, & B.M.C. Warranty.—Levis & Sons, Ltd., of Wimbledon. Liberty 8221. Wimbledon 2526.

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

WARWICK WRIGHT, Ltd., offer:-

1956 (December) Hillman Husky, double duty, 1954 grey, red upholstery, 15,000 miles; £565. Morris Minor (ohy) de luxe Traveller's car. black, red upholstery, heater, 35,000 miles;

1956 Hillman Mark VIII estate car, dual grey, 1956 red upholstery, heater, 20,000 mHes; &850, 1957 red upholsters iI estate car, blue and white, ARVICK WRIGHT, Ltd., Lord's Court, 8t., John's Wood Rd., London, N.W.8. Cunningham 0050, 2004 Rd.

ROY'S AUTOMOBILES, Ltd., offer:-

1954 Hillman Minx estate, £485; 1956 and 195
Ford 8 Martin Walter estate states from £550; 195
Ford 8 Martin Walter estate car, £225; another £1956 and 1955 Ford 10 conversion utilities from £256—127, Parkway, Regents Park, N.W.I. Euston £700
8994.

HENLYS offer with 4 months' guarantee:-

1954 Hillman Mink Estate, one owner, grey with 1956 Ford Squire, one owner, green with green HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1965. [5954]

CONSUL Farnham Rambler style estate car, due tone, cone owner, 7,000 miles, heater, probably the only one on offer; 2895; always 50 cars on view.—Hanworth Rd. Hounslow (2 mins. Hounslow East Tube), Middx. (Cillis

PARK MOTORS (KINGSTON), Ltd., offer:-

1956 Bedford Dormobile, blue and beige, in condition, cost £375, accept £525.—187
London Rd., Kingston-on-Thames, Kingston 76 London Rd., Kingston-on-Thames. Kingston 7610. [C3124]

FORD V3 utility. 1938/9, seats fold in floor, excellent condition; £65.—Rel. 5442. [3751] AUSTIN AND utility, 1954 model, heater, excellent condition; £350; owner gone abroad.—47, Nutley Ave., Saltdean, Brighton offer a selection from their large, comprehensive stock of used vana and

utilities:— sect of used vans and 1955 Austin A30 Countryman, heater, one owner, 1956 Hillman Husky, heater, beige with red interior; £515.

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WINDOVERS, Ltd., The Hyde, Hendon. Colindale CAMDEN MOTORS specialists in estate cars and utilities, 40 models available; this week's specially

utilities, 40 models available; this week's specially recommended bargain:—

1955 Morris Minor de luxe Travellers car, pastiel and outside mirrors, taxed and used privately, late property of local county family with other vehicles in daily use, a genuine moderate mileage specimen; 2555, 400 other cars available. Write for fully descriptive

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CAMDEN MOTORS, Leighton Buzzard 2041 Open
Until 8 p.m. Terms, exchanges. (C1035

CAMDEN DETORS, Leighton Buzzard 2041 Open CAMDEN DETORS, Leighton Buzzard 2041 Open CAMDEN DETORS 1956 and 1955 Ford D. conversion utilities, all 801-601-609, Kings Rd., S.W.S. Renown 4492. [C1035 1955 (Oct.) Thames estate car, beautiful condition, pale blue finish; written guarantee: C399.—Shalleas Eng. Co. Whyteleafs Sth., Surrey. Uplands 6997. Exchanges, terms.

HUMBER Hawk estate car, 1957, one owner, 6,000 miles only, heater, screen washers, etc., condition as new: E.1.45.—Clayton's Cars (London, Ltd., 17, Bruton Pince, London, W.I. Hyde 9104.

1956 Minor Traveller E252; 1900 miles, E535; 1955. Traveller Minor Traveller E252; 1955. Francier Cardion Cardion, W.I. Hyde 9104.

E1956 Wanguard estate car, E505.—Paimers, 3, Russell Garden Mews, Kensington, W.I. Park 9704. [C3054 £195.—Jowett Bradford utility 1949 model, most bodywork beautifully kept, must be seen; many others: A.A. or R.A.C. exams welcomed: exchanges, hire purchase.—Bermotors, I. Clarendon Rd. W.I. [50 vd. Holland Park Tubel. Park 5068-7.

Holland Park Tube). Park 5069-7.

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ESTATE CARS utility specialists; best buyers of
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ROWLAND SMITH'S, the Utility car buyers; highest
cash prices.—Hampstead High St., N.W.S. Ham
(84012).

MINOR Travellers, Hillman and Vanguard estart brakes required.—Purney 2276/7. 221, Upper Richmond Rd., Putney. S W 15.

E STATE CARS, Ltd., the utility specialists, urgently required countryman estate cars and shooting brakes at il makes and sizes, good prices paid—447. Upper Richmond Rd. West. S. W.14. Prospect 7648/9, [0010/R]

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1947 Vauxhall 10hp saloon, heater, exceptional condition; £325.—Bridge Motors, Leather-

2275 brown hide upholstery, attractive appearance and thoroughly sound nechanically: one of the few post-war 10s available; 400 other cars available; write for fully descriptive prieed catalogue.

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1947 Vauxhall 12/4 black, lan outstanding-example; 2320 lal 12/4 black, lan outstanding-example; 2320 lal 12/4 black, lan outstanding-example; 250 large, Kert. Tel. Ravensbourne 2654-5. [Cl129 265 ns. -Vauxhall 12 September 1947 saloon, slidding head, rebored, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hampstead Golden, Codols

VAUXHALL 14

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£325!!!—J type Yuuxhall 14 saloon de luxe, one
a 1947 car in very good condition, bodywork devoid of
major blemish and really first class mechanically,
moderate mileage and fitted excellent tyres; 400 other
cars available; write for fully descriptive priced cataosus.

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VAUXHALL VICTOR 1957 Vaushall Victor Super, low mines Rd. 2715 ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd. Hornsey, R.S. Mountview S228. [C4111 Hornsey, R.S. Mountview S228. on miles, dark blue, victor Super, 5,700 miles, dark blue, victor Super, 1,570 miles, dark blue, victor

JACK WILLIAMS MOUNTVIEW 5228. [U-11]
Hornsey, N.S. Mountview 5228. [U-12]
VADXRALL Victor Super, 5,700 miles, dark blue, 260 extras, superb condition; £745.—On view 282, £ingsland Rd., E.S. [3579]
1957 E700.—L. A. Mitchell (Motors), Lid., 1, Balham High Rd., S.W.12. Balham 2254. [3905] nam High Rd., S.W.12. Balham 2254. [3903]
1957 Victor, 4,500 miles, virtually new; sacrinice, 639gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. ** Hampstead 0087-8-9. [5925]
1957 Vauxhail Victor Super with fitted heater, out; £715.—Swain & Jones, Ltd., Farnham 620], cute for the country of the cou

out; £715.—Swain & Jones, Ltd., Parnham G07. C4105.

1957 Victor saloon, heater, windscreen washers, courtesy lighting, 4,000 miles: £665; terms, exchanges.—Palmers, 5, Russell Garden Mews, Kensington, W.14, Park 9704.

[G3034]

625 gns.—Vauxhall Victor May 1957 saloon, grey, one owner, small mileage; written guarantee; choice of 2; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, (Hampstead (Hampstead Tube), Hampstead 6041.

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A LMOST new Victor regulred immediately,—
Morley 76, Cambridge Road, Kingston, Kingston, W9016/R

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W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, M.20, Tel. Hillside 6621, offer:—1956 Vauxhall Wyvern, radio, heater, maroon, 2-callable, tone uphoistery; £615; hire purchase facilities

W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042 Al at Brown's.

1956 (March) Vauxhall Wyvern saloon, bronse and red leather interior, heater, extras, taxed carefully used and in exceptional condition throughout:

W. J. BROWN, Ltd., 359, Finchley Rd., N.W.3. [C1035]

H. BEART & Co . Ltd., offer:-

1955 Vaushall Wyvern, grey with red upholstery, one owner, heater; £565.—102, Kingston Rd., & High St., Kingston-on-Thames, Kingston 3348 [C1081] GLANFIELD LAWRENCE offer:-

1956 Vauxhall Wyvern, green, heater, etc., 16,000 miles £645 -407, High Rd., N.12. Finchley (C2053)

H. A. SAUNDERS, Ltd., offer:-1955 Vauxhall Wyvern saloon, black brown up-holstery, recorded mileage 11,611, heater;

E595.

H SAUNDERS, Ltd., 856-842, High Rd., North Finchley, N.12. Hillside S272 (8 lines). [C4092 1956 Wyvern, one owner, 19.000 miles only, silver OakTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green. Pa. 1028.

1957 Vauxhall Wyvern, heater, etc., 8,000 miles, as new; 2755.

JACK WILLIAMS MOTORS, Ltd., 169, Přiory Rd., Hornay, N.8. Mountview 5228.

1956 Wyvern, finished silver straw, red interior, one owner, heater, Quality Tested; £650.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129]

1952 Wyvern E type, grey, red interior, heater, classification of the company of 1956 model Vauxhall Wyvern, one owner, low mileage; £635.—Robbins, East Putney. Tel. (C5010

1957 Vauxhall Wyvern saloon, black with red interior, chauffeur driven, most attractive; WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3434.

1956 (Sept.) Wyvern, dark blue, one owner, 22,000 miles, immaculate; £620.—At Herwins of [3914

1951 Wyvern saloon, heater, immaculate, guaran-teed; £370; payments.—Vaughan, 17. Ast-wood Mews, S.W.7. Fro. 1319. (C4078

1956 model Vauxhall Wyvern, black, red interior, heater, one change of owner; £625 or terms,—Hillwood Motors, Mill Hill (London) 4232. [C2108

Hillwood Motors, sain sur the first state of the fi

1954 Vauxhall Wyvern, heater, low mileage, out-standing; £495.—Tom Allery Automobiles, 68, Hill Rd. Wimbledon 3848 [C1131

VAUXHALL WYVERN

1954 Wyvern, heater, one owner, 55,000 condition; £485; terms, exchar Morand, Ltd., 24, Brook Mews North, Lo Fad 9017.

1955 Vauxhall Wyvern one-owner saloon. nominal mileage, grey, excellent order; choice of another it. black, £569.—Jennings, Ric

VAUXHALL VELOX

A1 at Brown's 1955 (Sept.mber) Vauxhall Velox saloon, black, red hide interior, heater, extras, beautifully kept and maintained and in spolless condition throughout, £575, another 1954 September.

Ham 22844, Ltd., 359, Finchley Rd., R.W.3. (C1025)

1957 (Oct.) Vauxhall Velox. grey/red. heater. Piace, Berkeiey Sq., W.I. Mayfair 0661. (Cocc. NOEL BELL, Ltd. offer:—

1955 (March) Vauxhall Velox, grey, one owner; £550. Valt. BELL. Ltd., Putney Valc, S.W.15. Putney 7851 (C1153

H. BEART & Co., Ltd., offer:-

1953 (October) Vauxhall Velox saloon, black red upholstery, heater; £495.—102. Kingston Rd. & High St., Kingston-on-Thames. Kingston 358.

PETER BANTOCK CAR SALES offer:-

1958 Velox, works mileage only.—104, High Rd. (Cilo14 1955 Vauxhall Velox, maroon, quality tested; £585.

DAVIS & HILL, Ltd., 101, Bromley Common. Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129] 1956 Vauxhail Velox in cream, radio and heater: 8 E655.—Phillips Motors, W. Chalk Farm Rd., 10 W.1. Primrose 6666.

R. w.1. Primrose 6666.

2369!!!—1950 Vauxhall Velox in specimen condition one of the finest we have hat hotos five Lambs OF WOOD GREEN (Established 1987); 100 Cars; 3 months written guarantee; exchanges, hire purchase.—421-425, High Rd., Finchley, Finchley 6222.

1955 Vauxhall Velox, in very nice condition heater; £545.—Castle Street, Motors, S, St John's Rd., Hove 70586.

John's Rd., Hove 70580. [5548]
1953 Velox, splendid condition, taxed December, 1953 £475.—Bruce France, 20, Cromwell Mews, South Kensington. Flaxman 6513. [C2096]
1957 Vauxhall Velox, horizon blue, heater, one oc., Ltd., Downing 8t., Farnham, McCo., Ltd., Downing 8t., Farnham, Tel., 4873-4. [C2110] £395 —1952 Vauxhail Velox saloon, blue, excellent condition; also 1951, £369; —Autosnips, 5, Balham High Rd., S.W.12.

1508. The state of the state of

1957 Vauxhall Velox salcon, finished in black with marcon upno'stery, fitted heater, 0,000 mile only, spotless condition; 4 months' guarantee, 2765—University Motors, Ltd., 80, Piccadilly, W.I. Grosvenor 4141.

venor 4141.

Vauxhail Velex Cars Wanted

A LMOST new Velox required immediately.

Morley, 76. Cambridge Road, Kingston, Kingston, W9016/R

VAUXHALL CRESTA

HAROLD PERRY Ltd., 1105-1111. High Rd., Whetstone, N.20. Tel. Hillside 6621, offeryear Auxikail Cresta, black with brown upholscript Stery, radio, heater; £695. Hire purchase the company of the com 1955 Vauxhall Crests, heater: £595.

Simpson's motors (WEMBLRY), Ltd. 358, High Rd., Wembley, Middx. Tel. Wembley 4422, [C4015] HENLYS offer with 4 months' guarantee;

1957 Vauxhall Cresta asloon, radio, heater, one owner, black and cream with red interior; HENLYS, Ltd., Parkway, Regents Park, N.W 1: Please ask for Mr. Gray, Gulliver 5721, 13930 D. J SHEPHERD & Co (ENPIELD) LTD. offer:-

1956 (November '55) Vauxhall Cresta saloon, fitted whitewait (res. tased, as new 5675.—D. J. Shepherd & Co. (Enfe'd), Ltd. 436 (Rettford Rd. Enfeld Howard 163)

1955 Cresta, 2-tone green, one owner, low milease, DAVIS & HILL, Ltd., 101, Bromley Common. Bromley, Kest. Tel. Ravensbourne 2634-5. [C1129

1955 Vauxhall Cresta, fow-ly 2-tone one owner, action beater, dwin specificht, choice of two; 5385; h.p., 3 months; quaranties; exchanges, pressiles MOTORS, 295, Lewisham High St., 6 E.13, Lee Green 1051.

AND SERVICE USED CARS FOR SALE AND WANTED-SPARES

VAUXHALL CRESTA VAUXHALL CRESTA
Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—
Paimer's, 3. Russell Garden Mews. Kensington, W.14.
VAUXHALL Cresta, 1955, black, only 27,000 miles, regularly serviced, good tyres, screen washer, reversing light, one driver, ex. order.—Mosely, 67, High St., 24,000 Jack ROSE Ltd., offer 1956 Cresta in red with 2 Jack ROSE, Ltd., offer 1956 Cresta in red with 2 Jack Rose, amost unmarked accept £695. Stafford Rd., Wallington, Surrey. Wallington 6677, also Burgh Heath 2376 (C305)

New Cresta saloon required, consider Velox; cash payment.—\$1. Alresford Rd., Winchester. [W4087] A LMOST new Cresta required immediately
Morley, 76, Cambridge Road, Kingston, Kingston
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SHAW & KILBURN, Ltd. for Vauxhalls. T is important that the car you purchase is in SELECTION of such modern Vauxhalls at

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VETERAN CARS WELHAM'S, Surbiton Hill Rd., Surbiton, Eimbridge 1875, buy and sell pre-1915 cars, 1900 Progress [C4070]

VOLKSWAGEN

ECL 1956 (December, '55) fixed head de luxe, strato silver, one owner, very carefully maintained;

2635 6 Glanuary) polar silver, one owner, nominal milease: £635 1957 milease: £635 1957 miles virtually as new; £545. 1957 standard Microbus, 11,000 miles, condition as new; £375 model Standard W.W. 7,000 miles only, 1958 absolutely as new; £615. EUROPEAN CARS, Ltd., 129, Old Brompton Rd., 1958 W.7. Fre. 7722. NIXON'S GARAGE.

1957 de luxe saloon, black, radio, as new; £685 1957 standard saloon, as new; £595.

1956-7 de luxe saloon, extras, diamond green; £645. 1955 de luxe saloon, low mileage; choice of 2; NIXON'S GARAGE, Ltd., Newcastle, Staffs. Tel. [3562]

I. DAVY, Ltd., offer: 1956 De luxe sunroof saloon, one owner, excellent example, full service records, comprehensive guarantee: £645.

180 215 Bron.pton Rd., S.W.3, Rnl. 4215. [C1069]

OXFORD GARAGE. 1955 de luxe saloon, strato silver; £545.

1953 Volkswagen de luxe saloon; £475.

1956 15cwt van. 4-door; £495.

955 15cwt pick-up with tilt and bows: £425.

LFORD Lane, Ilford 3155,

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1957 Volkswagen saloon de luxe, polar silver, 1958 heater, 4.000 miles only: £655. volkswagen saloon de luxe, heater, glacier blue. 50 miles only: £725.—472. Archway [C4074]

R. C. WIMBUSH, Ltd., offer:-

1957 Volkswagen de luxe saloon, under 6,000 mil c650.—312. Earls Court Rd., London, S.W.5. Fre-[C4056

1958 Wolkswagen, black, de luxe saleon, 2,000 (evenings 44186), 2729.—Tel. Southbourne 13673

RICHARDS & CARR, Ltd., are always best value. 1956 de luxe saloon 10,000 miles, green, virtually new condition, many extras, £645, model de luxe saloon, 17,000 miles, strato, nerton St., S.W.I. Belgravia 3711, ELM AUTOSALES (Volkswagen area dealers), offer:—

OW mileage de luxe saloons, 1955/6/7 in choice of colours fitted many extras; from £545.

NEW saloons for immediate delivery from £654.

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V/W Service Department Elm Garage, S.W.19. Wim. [C2067

V 4925 & 0472.

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcomed; the original distributors and specialists.

1956 (Oct.) right-hand drive Kannann Ghing Coupe, one owner, moderate mileage; £1,025.

COLBORNE GARAGE, Ltd., Riphey, Surrey, Ltd., Ripley 2561. And Colborne Garage (Kent), Ltd., Manston, Kent, Tel. Manston 256. [0373/R]

£450 -- Volkswagen de luxe 1954, strato silver heater, one owner, small mileage.—The Hyde Motor Co., Colindale 7898.

MOTO CO., Colindale 7898.

1956 Voltewagen de luxe saloon, silver grey, heater, in really outstanding condition throughout, £635.

ALTWOOD GARAGE, Altwood Rd., Maidenhead.
Tel. Littlewick Green 70; evenings and week-ends

1955 Volkswagen sun roof saloon, many extras, blue; £625.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. [C1080]

MALTER SCOTT, Ltd.—1957 de luxe saloon, Agave, 2,000 miles, extras, unmarked; £695.—39, College Cres., N.W.3 (Swiss Cottage Tube) Pri. 4466.

lege Crea. N.W.3 (Swiss Cottage Luce) 103008

1957 (June) Yolkswagen de luxe saloon, one owner, lawed; £675—The Black Horse Garage, Richmond 6441. [Cl116]

1956 Volkswagen de luxe, Motorola, choice of fleet; 2545 200 miles free trial to purchaser, 2545 200 miles free trial to purchaser. The Cottage of the

VOLKSWAGEN de luxe saloon, (Oct.) 1956, 20,000 miles black with red upholstery, very good condition.—Bengry Bros., Ltd., Burgess St., Leominster, Htds. 2546.

Hfds. 2546. [3875]

V&F MONACO MOTORS. Ltd.. the Volkswagen specialists, offer you their unique experience gained in 8 years of servicing and maintenance of Volkswagen cars.

V&F MONACO MOTORS.—1957 de luxe saloon, silver grey, one owner, 3-in-one panel screen washers, 5.000 miles, immaculate: £685.

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need attention: £565.

W. F. MONACO MOTORS.—1954 de luxe sun roof saloon. green, 29,000 miles, one owner, petrol gauge. Michelin X tyres: £555.

MONACO MOTORS.—1955 Standard saloon, one owner, the good condition throughout:

MONACO MOTORS.—Fixed head and sun root saloons, also Karman Ghia coupe, available for new car demonration of the coupe, a gentle of the coupe, a gentle of the coupe, and the coupe, and the coupe, and the coupe, and the coupe of the coupe o

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1955-7 Volkswagen pick-up wanted, low mile-ton, Herefordshire, Particulars, price to Norman, Woon-ford, Herefordshire, 19784

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USTACE WATKINS, Ltd., the sole London Distri-

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7000 miles, 1957 690 saloon, fully automatic, radio,
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1956 6/90 saloon, black, one owner, sold and ser-CASTELNAU, S.W.13 (nr Hammersmith Riv. 4444 (C1022 CASTELNAU, S.W.13 (nr Riv. 4444) R. HARDY & SON offer:-

Marylebone High St., W.1. Hunter 0942. [2300]

1957 Wolseley 1500 saloon, beige, htr., 4,000 mls.; TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9255-6-7. H. A. SAUNDERS, Ltd., offer:—

1956 Wolseley 15/50 saloon, grey, red upholstery, red upholstery, red upholstery, H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hilliside 5272 (6 lines). (C4092 H. BEART & Co., Ltd., offer:—

1957 Wolseley 15/50 saloon, green, grey upholstery, only 4,000 miles, one owner; £925, 1957 Wolseley 15/50 saloon, Yukon grey, red upholstery, 14,000 miles, one owner; £865, 102, London Rd., and Righ St., Ringston-on-Thames, (C1081) Kingston 3348.

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1957 Wolseley 15/50, grey, immaculate; £880. Southwark Bridge Rd., S.E.1. Wat. 4959. [C1164

H. A. SAUNDERS Golders Green, for your Clifet used Wolseley,—Speedwell 0011, 1957 wiles of 6/90 saloon, 2-tone grey, 8,000 miles, specialen motor; £335.

COUNTY CARS, Ltd., 50, Oldham Rd., New Cross, Manchester, 4, To, Central 9257, 15986 1955 Wolseley 6/90; £685, -- Poland St. Garage, 51, Poland St., London, W 1 Ger. 9010. [C3136]

YES-but if it's Wolseley-it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434, 10814/R 1948 Wolseley ten, green, exc. cond., new ba

1957 Wolseley 15/50 saloon, new condition, 12,000 miles; £795.—Walton-on-Thames 4253.

1955 (July) Wolseley 4,44 saloon, green, one owner;
Hill, N.W.3. Swi. 4441. (215. Haverstock [C4067]
BEARTS OF KINGSTON.—Wolseley distributors.—Sales. spares and repairs.—102. London Rd., Ringston. Tel. 55 %. (1008). Respectively. (1008). Wolseley 4,44. dark green/grey hide, heater, limmaculate. 2695.—Central Newbury Motor. [C1187]

Md. Tel. Newbury 2000.

WOLSELEY 6/90. beige, radio. overdrive. Michelin X tyres, superb condition. May 1957; £979—15.0 Oxford Rd. Reading 50432.

1954 Wolseley 4/44, elephant grey and red, high compression engine, many extras including heater, etc., one-owner car.

HAROLD HAMBLIN (CARS), Ltd., Chapel St., LARDEN ST., Wilseley 14 de luxe saloon, in the condition of 12hp model. EM (Extablished 1897). 100.

LARS of 12hp model. EM (Extablished 1897). 100.

LARS of months' written guarantee; exchanges; hire purchase—421-425, High Rd., Finchley. Finchley 6203.

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WOLSELLY
1954 Wolseley 4/44, black, brown leather, immaculate car; £555.—Park House Car Sales Co.,
289. London Rd., Romford, Easex. Romford 5542.
[C3116]

289, London Rd., Romitoru, segea. 103116
1948 Wolseley 14 saloon, well maintained immaculate appearance: £285.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.S. Remown 4492.
1954 Wolseley 4/44 saloon, heater, marcon with leopard covers, excellent condition: £380.—P. M. Quincey, 5, Queen's Close, Holme, Nr. Peterbronus, 1536.

borough.

SE26 1956 Wolseley 6/90, radio, heater, small thorse Motor Co., 42, Sydenham Rd., S.E.26. Syden-1(23135)

ham 6827. Wolseley 15.50 saloon: B.M.C. 4-month guar-1957 antee; £685; terms and exchanges.—Green & Zonis, Ld. 266-5. Deansgate. Manchester 3. Tel. Deansgate 3325/6. Deansgate. Manchester 3. Tel. Deansgate 3325/6. Deansgate. Manchester 3. 1955 wolseley 4/44 saloon. maroon/red leather, one owner, nice condition: £595.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Higheliffe 2275.

£625 — Wolseley 4/44 saloon, 1955 model, dark green, one owner, low mileage, fitted heater. — B. & H. Motors, 1464-8, High Rd., Whetstone, N.20. Hillside 6671.

[Cl020]
1054 (November) Wolseley 4/44, black, red leather, heater screenwach, taxed December, one owner, quite exceptional condition; £555.—6, Green Ave., N.W.7. Mil. 4686.

1954 Wolseiey 4.44, metallic green, seat covers and heater, taxed year, original condition; E757.—West London Motors. 205, Fulham Palace Rd., W.6, Fulham 0066.

W.6, Fulham 0066.

1955 stery, granune low mileage, excellent condition throughout, one owner, taxed year £645.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 5154.

1956 (series) November 1955 Wolseley 6/90 saloon heater, spotlishts, screen washers, Michelin X tyres, undersealed, taxed year, regularly serviced and nicely maintained, one owner; £695.

ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076.

WOLSELEY

WOLSELEY

1445 -- 1952 Woiseley 6/80 saloon, black, radio, washers, the most superb car on offer, bargain.

2662. Garage, Haverstock Hill, N.W.J. Guillver (2008)

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WOLSELEY 15/50 salmon required, consider 4/44 or
6/90.—Greenways, 81. Airesford Rd., Winchester W 6/90.—Greenways, 81, Airesford Rd., Winchester. [W4087]
ROWLAND SMITH'S. the Wolseley buyers; highest cash prices.—Hempstead High St., N.W.5. Ham. 6041.

XXX Excellent cash price offered for good Wolseley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003 A LMOST new Wolseley required immediately.—
Morley, 76, Cambridge Road, Kingston, Kingston
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NEARLY new or small-mileste Wolseley wanted.—
Green & Zonis, Ltd., 246-252, Deansgate, Manchester. 3. Tel. Deansgate 3325-6. [W2028]

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5240.—Spares 1937 onwards, sales and repairs.

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USTACE WATKINS, Ltd., Chelsea Manor St., S. W. S.

(Flaxman 8181) for Woiseley service: complete
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HARD-SURPACED rockers, exchange 6/- each; new
hards and many other spares from 1930
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HOUNSLOW BROADWAY MOTORS, Ltd., Froadway
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COMPETENT storekeeper, preferably with VauxhallBedford experience; West London area.—Box 3430.

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SITUATIONS VACANT

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Harborough.

SALES manager required for Austin and Ford dealers, N.W. London area; applicants must be experienced, have a good sales record and be able to organize and control sales staff; progressive position; write stating experience, salary required, etc.—Box 4864.

write stating experience, salary required, etc.—Box 4864.

COUNTER assistant required for service parts despate the spartment; experience of British Motor Corporation, spare parts an advantage; good salary and superannuation scheme.—Write full particulars to the Personnel Officer, Messrs, Siewart & Ardern, Ltd., Morris Mouse, The Vale, Acton, W.J.

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details of experience and salary required, to—Box 4841.

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procedure including interpretation of orders, receip
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PARTS sales manager 25 years Ford main dealer experience seeks similar position.—Box 4717. T3218

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LONDON, E.7.—Young's of Forest Gate, Ltd., 607, Romford Rd., Forest Gate, Grangewood 0027, 9,

ONDON, E.10.—Bent-Marshall's Garage, 665-7, High

LONDON, E.12.—Young's of Forest Gate, Ltd., 654, Romford Md., 11ford 5710. Main agents. L ONDON, E.14.—Cohorn Motors, Ltd., 249-251, East India Dock Rd., Poplar, East 2987, Retail dealers.

L ONDON. S.E.1.—HotchRiss Garages, 450, Old Kent Rd. Bermondsey 1377/8. Retail dealers.

L ONDON, S.E.12.—Bellamy's (London), Ltd., 2, Burnt Ash Hill. Lee Green 4821. Retail dealers. LONDON, S.E.20.—Harold G. Cole & Co., Ltd., Ancaster Garage, Croydon Rd., Penge. Syd.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dul-wich Village, Tel. Gipsy Hill 0083.

L ONDON, S.E.23.—Hartley's Garage, Ltd., 165-171. Stanstead Rd. Tel. Forest Hill 2244.

L ONDON, S.E.23.—Seager & Co., 175, Perry Vale. Forest Hill 1838. Retail dealers. L ONDON, S.E.24. George Osborne, Ltd., Herne Hill Rd. Brixton 2087/8/9. Austin retail dealers.

LONDON, S.E.26. Hillier Motors, Ltd., 144-156. Dartmouth Rd. Forest Hill 9351/2, 2432. Retail

L ONDON, S.E.26.—Maythorpe Motor Co., 42. Syden-ham Rd. Tel. Syd. 5123/4 & 6827. Austin retail

LONDON, S.W.1.-C. G. Norman (Victoria) Ltd., 46-52. Wauxhall Bridge Rd. Victoria 2211

L ONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acre L ONDON, S.W.2.—Wilson's Automobiles & Coach-works, Ltd., 36-38, Acre Lane. Brixton 4011.

LONDON, S.W.2.—Rose & Young, Ltd., 65-9, Stern-hold Ave., Streatham Hill. Tulse Hill 6464 & 8182. Retail dealers.

LONDON, S.W.3.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd. Tel. Kensington 4858.

L ONDON, S.W.5.-R. C. Wimbush, Ltd., 312, Earls Court Rd. Premantle 8401, Retail dealers. L ONDON, S.W.6.—Tanner Bros. Motors, Ltd. (Est. 1913), 373, Fulham Rd., Fulham. Renown 4494.

LONDON, S.W.7.-Le Grice Elers, Ltd., 107/109, Old Brompton Rd., S. Kensington, Ken. 2477.

COMMERCIAL VEHICLES CARS. CARAVANS **SPECIALISTS** . FOR - NEW

AUSTIN—Continued

London, S.W.S.—M. T. Lane Autos., 98-100, South
Lambeth Rd. Macaulay 2546, Austin stocking

L ONDON, S.W.11. - Naylor & Root, Ltd., 250, Laven-der Hill, Clapham Junction, Bat, 2252, Retail

L ONDON, S.W.15.—Hungerford Motors, Ltd., 201-205 Retail dealers. & 3360

L ONDON, S.W.15.—Ward & Co. (Putney), Ltd., 72. West Hill. Vandyke 1077. Retail dealers.

LONDON, S.W.15.—X L. Service Station, Kingston Vale. Tel. Kingston 8553. Austin retail dealers. LONDON. S.W.16.—Astoria Garage (Streatham). Ltd., Gracefield Gardens, Streatham, Tel. Streatham 5541/2.

LONDON. S.W.16.—Bertram Cowen, Ltd., 1-3, Her-mitage Lane, Streatham. Pollards 2100. Retail

L ONDON, S.W.16. Streathern Motor Garage & Elec Eng. Co., Ltd., 45-45, Mitcham Lane. Str. 2014

L ONDON, S.W.17.—Barkers Motors (London) Ltd., 209, Balham High Rd., Tel. Balham 6666. Retail

L ONDON, S.W.18.—Stadium Service Station, 91-109. Garratt Lane, Wandsworth. Bat. 5770. Retail

L ONDON, S.W.18.—Trinity Cars Ltd., 94, North Side, Wandsworth Common. Vandyke 1166. Retail

LONDON, S.W.19.—Ivor Hill. Ltd., 415, Durnsford Rd., Wimbledon Park. Wimbledon 6825, 5686. Retail dealers.

LOUGHTON (Essex).—Brown's Garage (Loughton)
Ltd., 199, High Rd. Loughton 6262. Stockin

MAIDSTONE Anstey's, Ltd., Stone St. Maidstone 4272. Austin distributors.

MARKET HARBOROUGH.—The Regent Autocar Co., Ltd., Leicester Rd. Tel. 2248-2249.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888. Austin main stockists.

PINNER (Middx).—Pinner Motor Co., Tel. Pinner 456 & 4522. Austin retail dealers.

PLYMOUTH (Devon).—Olfords Garage, Crownhill Rd., Crownhill. Tel. Plymouth 72345. Austin PONDERS END (Enfield). Walters (Motors), Ltd., 356-360, High St. Howard 1646, 1931. Retail

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96 & 98, Upper Richmond Rd. Putney 7881/5.

R INGWOOD.—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Tel. 20. Austin

R OMFORD (Essex),—Romford Motor Co., 181, South St. Tel. Romford 61200. Austin retail dealers. ROMSEY (Hants).-Wrynams, Ltd., Tel. Romsey 2004/2. Austin retail dealers.

ROPLEY (Hants).—Ropley Motor & Engg. Works. Tel. Ropley 2107. Austin stocking dealers. SALISBURY.-W. Goddard & Co., Ltd., 41-45, Win-chester St. Tel. 2242.

SANDERSTEAD.—Sanderstead Court Garage, Ltd., 145, Limpsfield Rd. Tel. Sanderstead 2251. Austin dealers.

SIDCUP (Kent), -G. Sheppard & Son. Ltd., 15. Rectory Lane. Footscray 2132 & 2589. Austin dealers. SIDMOUTH (Devon).—The Woolbrook Garage, Sidmouth. Tel. Sidmouth 131. Austin retail dealers.

SITTINGBOURNE. E. G. Pritchard, Ltd., Chalkwell Rd. Tel. 885.6. Austin stockists. SMETHWICK.—E. E. Brown & Co. (Smethwick) Ltd., St. Paul's Rd. Tel. Smethwick 1138/9.

SOUTHAMPTON.—Godrich Ewins & Co., Ltd., Bot-ley. Tel. Botley 197/8. Austin retail dealers. STOWMARKET (Suffolk).—The Brockford Motor & Engineering Co., Brockford, Mendlesham 254. Retail dealers.

SURBITON.—Lankesters (Surbiton Hill). Ltd., Surbiton Hill Rd. Elmbridge 0570. Main agents.

SUTTON (Surrey) -- William Leeding & Sons, Ltd., 111, High St. Tel. Vigilant 7695. 100% Austin. SWANAGE (Dorset).—Barratts of Swanage, Ltd., Station Garage, Tel. Swanage 2241/2. Austin retail dealers.

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Rd. Tel. 4035. Austin distributors.

TEDDINGTON (Middx).—Guy Salmon Automobiles, 29,31, High St. Tel. Kingston 1193. TENTERDEN (Kent).—Jarvis Bros. Engineers, Tel. Tenterden 69. Austin retail dealers.

TOTTENHAM N.17.—Bruce Garages, Ltd., 127. Lordship Lane. Tel. Tot. 9291/2. Austin retail

TRURO (Cornwall).—S. D. Guttridge, Ltd., Bridge Garage, Probus. Tel. Tresillian 218. Austin retail dealers.

TUNBRIDGE WELLS.-A. A. Cundell, Ltd., Calver-ley Garage, Crescent Rd. Tel. 789.

TUNBRIDGE WELLS.—E. G. Miles & Son. Grove Garage, Mt. Sion. Tunbridge Wells 331. Retail

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. John's Rd. Southbridge 1000. Main TUNBRIDGE WELLS.—G. E. Tunbridge, Ltd., Vale Rd. Tel. 3416. Austin main dealers. AUSTIN—Continued
WATER (Surrey).—Gavin Fairfax, Ltd.,
th Service Garage. Wentworth 5154.

WADHURST (Sussex) -- Pritchards Service Garage (Burgates, Wadhurst), Ltd. Wadhurst 596/4

WAKEFIELD -- Westgate Motors (Wakefield), Ltd., Austin House, Westgate, Tel. 4222/5, Austin

WALLINGTON (Surrey) .- Jack Rose, Ltd., Stafford Rd. Tel. Wallington 6677.8.

WALTON-ON-THAMES. Walton Car Sales Ltd. Grove Filling Station, 98, Terrace Rd. Tel 759/ 6094. Retail dealers.

WEMBLEY -Sudbury Court Motors, Ltd., 979, Harrow Rd., Sudbury, Arnold 2345 & 1097.

WESTCLIFF-ON-SEA (Essex) .- Chalkwell Motor Co. Ltd., 684-6, London Rd. Leigh-on-Sea 78247.

WESTCLIFF-ON-SEA (Essex) —Southend Motor & Aero Co., Ltd., 648-656, London Rd. Southend

WESTON-SUPER-MARE. Shrubbery Garages 55-57 & 64. Upper Church Rd. Tel. 1080. Retail

WEYBRIDGE (Surrey).—Weybridge Automobiles (Distributors), Ltd., Queen's Rd. Tel. 2233 (5 lines). Distributors,

WHITTESLEY (Cambs).—East Anglia Garage, Ltd. Ramsey Rd. Tel. 3357. Austin retail dealers. WIMBLEDON, S.W.19.—Wimbledon Motor Works. Ltd., 23. High St., Wimbledon Common. Tel. 0123, Austin distributors.

WOLVERTON (Bucks).—W. G. Sellick & Son, New-port Rd., New Bradwell, Wolverton 3117. Retail

WOOTTON BASSETT (Wilts).—A. & T. Strange, Central Garage. Tel. 216. Retail dealers.

WORCESTER PARK (Surrey).—Mercia Motor Co., Ltd., 57-9, Central Rd. Derwent 4541. Retail

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247. Austin Gipay retail dealers.

AUSTIN-HEALEY BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 8841/2. Austin-Healey

Enfield (Middx).—Richard France, Ltd., 63-69. Lancaster Rd. Enfield 6727., Retail dealers. LONDON, S.W.2.—Wilson's Automobiles & Coach-tail dealers.

PONDERS END (Enfield).—Walters (Motors), Ltd., 356-360, High St. Howard 1646 & 1931. Retail

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98, Upper Richmond Rd. Putney 7881/5.

WIMBLEDON, S.W.19.—Wimbledon Motor Works, Ltd., 29, High St., Wimbledon Common, Tel. 0125. Distributors.

AUTOBLEU SURREY.—Beverley Motors, Coombe Rd., New Malden. Malden 5232/5, Sole concessionaires. Speed equipment for Renault.

BENTLEY

FARNHAM (Surrey).—E. D. Abbott Ltd. Tel. 6282.
Bentley appointed retailers.

LONDON, W.1.—Charles Foliett, Ltd., 18, Berkeley St., Mayfair. Tel. Mayfair 6266/7/8.

LONDON, W.I.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Bentley retailers. ST. ALBANS.-W. M. Couper, Ltd., Catherine St. Tel. 54343. Bentley special retailers.

WEYBRIDGE (Surrey) .- Weybridge Automobiles, Ltd., Queen's Rd. Tel. 2233 (5 lines). Distribu-

BERKELEY

LONDON, E.17.—Kingham Motor Co., Ltd.,
Forest Rd. Tel. Larkswood 7240. Main age L ONDON, W.1.—Arneston of Albemarie St., 28, Albemarie St., Hyde Park 9323. Berkeley distributors. LONDON, W.1.—M.P.H.W. Sales, Ltd., 23, Piccadilly. Tel. Gerrard 6055. Berkeley agents.

LONDON, S.W.7.—Petersham Garage, Ltd., 56, Glou cester Rd. Tel. Knightsbridge 8567. Berkele

L ONDON, N.5.—Glanfield Lawrence (Highbury), Ltd., Reliant House, 28-32, Highbury Corner. North 2791. Distributors.

WOKING.-M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Worthing 5231. Berkeley agents.

B.M.W.

Rd. Hounslow 0011. Sole concessionaires for Gt. Britain.

B.M.W. ISETTA

BEDFORD.—Dawson Motors. 51-58. Cauldwell St. Tel. Bedford 3310. B.M.W. Isetta main dealers. BOGNOR REGIS (Sussex).—Bognor Station Garage, 20, Longford Rd. Tel. 2102. Area distributors. CAMBRIDGE.—Birch's Garage, Ltd., 49-51, Victoria Rd. Tel. 4589, B.M.W. Isetta dealers.

CHADWELL HEATH (Essex) — Reginald Smith Motor Cycles, Ltd., 230-234, High Rd. Seven Kings 9937 Main dealers. CHATHAM (Rent).-Grays of Chatham Ltd., 11-19.

B.M.W. ISETTA—Continued

DAGENHAM (Essex).—Reginald Smith Motor Cycle
Ltd.,Imperial House, New Rd. Rainham 2786

GUILDFORD, Connaught Engineering, Portsmout Rd., Send. Tel. Ripley 3122. B.M.W. Isetta mai

HAMPSTEAD, N.W.3.—Walter Scott Motor Co., Ltd., 59, College Cres. Tel. Pri. 4466. HARROW (Middx).—Locomotors, Ltd., 84-88, Pinner Rd. Tel. Harrow 1092/3/4. B.M.W. Isetta retail

HASLEMERE (Surrey) -Stephencroft Motors, Ltd. Hindhead Rd. Tel. 770. B.M.W. Isetta distribu-ICKENHAM (Middx) - Stan Gilks, 5, 5 & 6, Parkfield Parade, High Rd, Ruislip 5778. Retail dealers.

LEEDS.—Moortown Motors, Ltd., Regent St. Tel. 31894/5. B.M.W. Isetta distributors. LONDON, W.1.-M.P.H.W. Sales, Ltd., 23, Piccadilly Tel. Gerrard 6055, B.M.W. Isetta distributors.

L ONDON, W.12.-M.L.G. Motors, Ltd., 105, Goldhawk Rd. She, 5722. B.M.W. Isetta area dealers. L ONDON, S.W.1.—Witcher & Son, 59, Cadogan Lane. Tel. Sloane 4126. B.M.W. Isetta agents.

L ONDON, S.W.19.--Tom Allery Automobiles, 68, Hill Rd., Wimbledon, Wim. 5848. B.M.W. Isetta area

LONDON, S.E.18.-M. F. Sharland, Ltd., 26, Plum-st.ad Rd., Woodwich. Tel. Woolwich 0641. Area

LONDON, N.9.—E. S. Longstaff, Ltd., 68, New Rd., Edmonton. Tel. Edmonton 6163. Area dealers. MACCLESFIELD,-A. Watling, 49, Buxton Rd. Tel. 5592. B.M.W. Isetta.

MITCHAM (Surrey).-Millars Motors (Mitcham), Ltd., 363-365, London Rd. Tel. Mitcham 0829. SOUTHAMPTON.—Lawton & Wilson, 264, Millbrook Rd. Tel. Southampton 27744, B.M.W. Isetta dis-

THAMES DITTON (Surrey).—Guy Salmon Automobiles, Portsmouth Rd. Tel. Emberbrook 5551.-5. Area dealers.

TROWBRIDGE (Wilts).—F. Sleightholme & Sons. Newtown. Tel. Trowbridge 2019. B.M.W. Isetta area dealers.

TUNBRIDGE WELLS.-Oliver & Rush, Ltd., Star Garage, High St. Tel. Tunbridge Wells 1620. WOKING .-- M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Woking 5231. B.M.W. Isetta distribu-

WOLVERHAMPTON.-Penn Motor Services, Ltd., Penn Rd. Tel. 36632 38271. B.M.W. Isetta dis-

BOND MINICAR

LONDON, W.1.—M.P.H.W. Sales, Ltd., 23, Piccadilly
Tel. Gerrard 6055. Bond main agents.

MACCLESPIELD.—A. Watling, 49, Buxton Rd. Tel

NEWCASTLE (Staffs).—Eastwood's. Deanagate NORWICH.—John L. Pointer, Aylsham Rd. Tel. 45054. Bond Minicar distributors.

PORTSMOUTH.-John Pisher, 201-5. New Rd. Tel. WOKING.-M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Woking 5231. Bond main agents.

BORGWARD

CHESTERFIELD.-W. Machent & Son, Ltd., Locko-ford Lane Garage, Stonegravels. Tel. 4615. Retail GUILDFORD.—Coombs & Sons (Quildford), Ltd., Portsmouth Rd. Tel. Guildford 62907.

HORLEY (Surrey).-P. Fairman & Sons, Ltd., Vic-toria Rd. Horiey 17. Distributors East Sy. and

LONDON, W.1.—Rodney Howard & Co., Ltd., 16.
Albemarie St. Hyde Park 7166. Sole London distributors.

L ONDON, S.W.5.—Metcalfe & Mundy, Ltd., 280, Old Brompton Rd. Fremantle 5471. Sole conces-

LUTON (Beds).—Reg. Timms Motors. Ltd., 28-30. High Town Rd. Luton 3954/5. Main dealers. NEWTON ABBOT.—Seymour Horwell Garage, Courtenay St. Tel. 545 & 1885. Distributors.

PYECOMBE (Sussex).—I., F. Ward (Pyecombe), Ltd., London Rd. Tel. Hassocks 232. Distributors East

SAXMUNDHAM (Suffolk).—Crisp & Turner, Knodis-hall Garage, Tel. Leiston 9. Borgward distributors. SLOUGH.—Broughton Motors, Coinbrook By-Pass, Brands Hill. Tel. Coinbrook 2708. Borgward dis-

ESHER (Surrey).—Anthony Crook Motors, Ltd., Righ. St. Tel. Esher 4580. Bristol distributors. WATFORD.-R. F. Fuggle, Ltd., Bushey Heath. Tel. Bushey Heath 1685. Bristol distributors.

BUCKLER

CANADA.—Autosport Equipment, Ltd., Box 122. Cooksville, Ontarie. Buckler distributors. CANADA.—Dublin Service, New Westminster, British Columbia. Buckler distributors.

NEW ZEALAND.—Bucklers (N.Z.), Ltd., 290, Kyber Pass Rd., Auckland, S.E.I. Buckler distributors. R EADING.—Bucklers, Caversham Rd. Tel. Reading 54031. Buckler manufacturers.

TASMANIA.-Donald Gorringe (Pty.), Ltd., 72. Argyle St., Hobart. Buckler distributors

FOR - NEW CARS. CARAVANS 8 COMMERCIAL VEHICLES

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick Park 7121. Fole concessionaires.

CADILLAC Lendrum & Hartman, Ltd., Buick Lendrum & St., Piccadilly, Sole LONDON, W.1.-L Cadillac House, -Lendrum & Hase, Albemarle St Hyde Park 7121.

CHRYSLER

EXETER.—Long Bros. Motors (Exeter), Ltd., Sidwell Street Tel. 75055 (2 lines). Distribut LONDON, W.1.—University Motors, Ltd., 80, Piccadilly. Tel. Grosvenor 4141. Chrysler retail

LONDON, N.W.6.—Autosales (London), Ltd., 59-65, Belsize Rd. Maida Vale 5555 & 2155. Chrysler distributors

ST. IVES (Huntingdonshire).—Parker & Son. Tel. St. Ives 3522. Chrysler retail dealers.

CITROEN Pulteney Rd. Tel.

BATH.-Widcombe Garages, Ltd., Bath 4863. Citroen distributo BEXLEYHEATH (Kent).—Barnehurst Garage, Ltd. 1-5, Barnehurst Rd. Tel. 725. Citroen distributors

CHESHAM (Bucks).—G. Marshall & Sons, Ltd., Waterside. Tel. Chesham 8899.

CROYDON (Surrey).—Bale & Co., Ltd., 57-59, South End. Tel. Croydon 3131.

EARLS BARTON (Northants).—Abbott's Garage, Ltd. Tel Earls Barton 344. Citroen distributors. GUILDFORD.—Connaught Engineering, Portsmouth Rd., Send. Tel. Ripley 3122. Citroen distributors.

KINGSTON-UPON-THAMES.-T. W. Hollidge, Ltd. 46, London Rd. Tel. Kingston 6201/2/3. Citroer

LONDON, W.1.-T. N. Kendall & Co., 26-30, Portman Close, Baker St. Welbeck 4732. Agents.

LONDON, W.4.—Shrimptons Motors, Ltd., 242-4, Bron on Rd., Chiswick. Tel. Chiswick 6159. Dis-

LONDON, S.W.1.-C. G. Norman (Victoria), Ltd., 46-52, Vauxhall Bridge Rd. Victoria 2211. Citroen

NORWICH.—John L. Pointer, Aylsham Rd. Tel. 45054. Citroen distributors.

SOUTHAMPTON.—Criterion Garages, Ltd., 69-70, St. Marys Rd. Tel. 22310. Citroen distributors.

VIRGINIA WATER (Surrey), —Gavin Fairfax, Ltd., Wentworth Service Garage Wentworth 3154. Citroen distributors S.W. Surrey.

WOLVERHAMPTON.—Penn Motor Services, Ltd. Penn Rd. Tel. 36632 & 38271. Citroen dis-

WOODFORD GREEN (Essex).—Woodford Car Mart,
Woodford New Rd. Tel. 0017. Citroen distri-

COOPER

SURBITON (Surrey).—Coopers Garage (Surbiton) Ltd., 243, Ewel Rd. Elmbridge 3346 & 9167. Sole distributors.

DAIMLER

BOURNEMOUTH.—Spink (Bournemouth), Ltd., Daimler House, Poole Hill. Tel. Bournemouth 5405. Daimler distributors.

CROYDON.—Donald Vince & Co., Ltd., 158-162. London Rd. Tel. Croydon 1147/8. Daimler retail

DORKING.—Dorking Motor Co., Ltd., Relgate Rd. Tel. Dorking 2256-2257. Distributors.

L ONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair, Tel. Mayfair 6266/7/8.

L ONDON, W.1.—Stratstone, Ltd., 40, Berkeley St. Tel. Mayfair 4404, Daimler distributors, PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888. Daimler distributors.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12. London Rd., Tel. 3440. Daimler distributors.

WEYBRIDGE (Surrey).—Weybridge Automobiles Ltd., Queens Rd. Tel. 2233 (5 lines). Distri-

YORK.-Micklegate Motor Co., Ltd., Micklegate Bar (Within), Tel. York 25388, Area dealers,

DELLOW LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd. New Cross 2456 & 3704. Distributors.

J.K.W.

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London
Rd. Hounslow 0011. Sole concessionaires for Gt.

NEWTON ABBOT.—Seymour Horwell Garage, Courtenay St. Tel. 545 & 1885. Distributors.

LONDON, W.I.—University Motors, Ltd., 80, Pic-cadilly. Tel. Grosvenor 4141, Dodge London dis-tributors. DODGE

FIAT BEXHILL-ON-SEA.—Glyne Gap Service Station, Hastings Rd. Tel. Bexhill 3557. Agents.

CHELMSFORD.—Sewell & King, Ltd., Springfield Rd. Tel. 2145 & 2230. Fiat distributors. ESHER (Surrey).—Anthony Crook Motors, Ltd., High St. Tel. 4580. Piat distributors.

FLEET (Hampshire).-W. G. Davies (Fleet), Ltd., Fleet Rd. Tel. Fleet 325. Area dealers.

FIAT—Continued

GILLINGHAM (Kent).—Autoyachts, Ltd., 171, Pier
Rd. Tel. Gillingham 59578.

GUILDFORD.—Pantiles Service Garage, Ltd., London Rd. Tel. Guildford \$326. Fiat distributors. HITCHIN (Herts).—Creasey's Car Sales, Bedford Rd. Garage. Tel. Hitchin 2189. Dealers.

RVINE (Ayrshire).—Central Ayrshire Automobile Co., Dreghorn. Tel. Irvine 2384. Fiat main agents. KINGSTON-UPON-THAMES.-V. W. Derrington Ltd., 159-161, London Rd. Tel. 5621-2. Local

LONDON, W.1.-H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq. May. 6821/2. Main agents. LONDON, W.2.—Mayfair Garages, Ltd., Bishops Bridge Rd. Tel. Ambassador 1061/2.

LONDON, S.W.1.—Gordon & Glynn, 79. Cadogan Lane, Sloane St. Sloane 8326. Official dealers.

LONDON, N.S.—Jack Williams (Motors), Ltd., Priory Rd., Hornsey. Tel. Mou. 5228. Distribu L ONDON, N.W.3.—Northways Garage, Finchley Rd., Swiss Cottage. Primrose 1127.

MACCLESPIELD.—A. Watling, 49, Buxton Rd. Tel. 3592.

MANCHESTER, 14.—Anderson's Garage, Ltd., Eger-ton Rd., Fallowfield. Tel. Rushölme 2866. Fiat

PLYMOUTH.—Vosper's Motor House (Plymouth) Ltd., Princess Sq. Tel. 64277/8/9. Fiat distributors PORCHESTER (Hants).—Huxford & Son, Ltd., The Fairway Garage, West St. Cossam 76770. Dis-

SOUTHAMPTON.-H. G. Dobbs, Ltd., Riley House 117, Lodge Rd. Southampton 25518. Fiat dis-

SOUTHPORT.—Russells Garages (Southport), Ltd., 258-262, Liverpool Rd., Birkdale. Southport 68656

STOCK (Essex).—Mill Rd. Garage (Stock), Ltd., Mill Hill Rd. Tel. Stock 274. Retail dealers.

TUNBRIDGE WELLS.—Tolhurst's Service Garage, 69, Calverley Rd. Tel. 656, 21389. Fiat dealers. WESTON-SUPER-MARE.—Shrubbery Garages, 55-57 & 64, Upper Church Rd. Tel. 1080. Retail

YEOVIL.-L. R. Guppy & Son, Babylon Hill. Tel. Yeovil 1560. Fiat distributors.

FORD

ALTRINCHAM (Cheshire).-H. & J. Quick, Ltd., Hale Rd. Bridge. Tel. Alt. 2275-6.

BARNSTAPLE (Devon).—Taw Garages, Ltd., No. Rd. Tel. Barnstaple 4173. Ford main dealers. BEDFORD.—Bedfordshire Autocar Co., Ltd., 8-10, The Broadway. Tel. Bedford 3242/3/4. Ford main

BEXLEY (Kent).-W. J. Whitehouse, Westmount Garage, Blendon Rd. Tel. Bexleyheath 7551. Retail

BEXLEYHEATH (Kent).—Barnehurst Garage, Ltd., 1-5, Barnehurst Rd. Tel. 725. Ford retail dealers. BIGGLESWADE (Beds).—R. F. Newman, Dunton Corner Garage, London Rd. Tel. 3132. Ford only local specialists.

BOURNEMOUTH.-F. English, Ltd., Poole Rd. Tel. Bournemouth 5850.

BROMLEY (Kent).—Soans & Dunn, Ltd., Masons Hill. Tel. Ravensbourne 4664. Main dealers. BROOKMANS PARK (Herts).—Brookmans Park Motors. Tel. Potters Bar 2208 (3 lines). Retail

BURY (Lancs) .- H. & J. Quick, Ltd., The Rock. Tel.

BYFLEET (Surrey).—Plough Corner Garage, Plough Corner. Tel. Byfleet 22. Retail dealers.

CANTERBURY (Kent).—Hallets of Canterbury, Ltd., St. Dunstan's St. Canterbury 2275/6. Retail stocking dealers.

CARMARTHEN.—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage. Tel. 6482. Ford main dealers.

CHEADLE (Cheshire).—H. & J. Quick, Ltd., Wilms-low Rd. Tel. Gatley 4282-3. CHESHAM (Bucks).-G. Marshall & Sons, Ltd., Waterside, Tel. Chesham 8899, Ford main

CHISWICK, London, W.4.—Sutton Court Mote Ltd., 154, Sutton Court Rd. Chiswick Retail dealers.

COCKFOSTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House. Tel. Barnet 7301. Agents.

COULSDON.—H. Harmer (Coulsdon), Ltd., 272, Chip-stead Valley Rd. Tel. Downland 2255.

CROSS-HANDS, Llanelly.—George Rees & Sons, Ltd. Tel. Cross Hands 261/2. Ford main dealers. CROYDON.—Hubert Dees. Ltd., 15-19, Brighton Rd.

DORKING -F. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Ford area dealers.

EDGWARE (Middx).—S. Bowen & Son, Ltd., Hill-side Garage, High St. Tel. 4464/5. Retail dealers. FARNHAM (Surrey).-E. D. Abbott, Ltd. Tel. 6282.

FERNDOWN (Dorset).—Chubb's Garage, Parley Cross Roads. Tel. Northbourne 17. Ford retail dealers. GODALMING (Surrey).—Victoria Motor Works (Godalming), Ltd., Queen St. Tel. 184 & 2493.

GUILDFORD.—Connaught Engineering, Portsmouth Rd., Send. Tel. Ripley 3122. Ford retail dealers.

HARROW (Middx) -- Locomotors, Ltd., 84-88, Rd. Tel. Harrow 1092/3/4. Ford retail de

HARROW.—Northern Motors of Harrow 184-194, Pinner Rd. Tel. Harrow 4444. Retail dealers. HASTINGS.—J. Hollingsworth, Ltd., Braybrooke Rd. Tel. 2727. Ford main dealers.

HAVERHILL (Suffolk).—Cleales, Ltd., 18, High St. Tel. Haverhill 285-6-7. Ford main dealers.

HENLEY-ON-THAMES.—The Talbot Garage, Station Rd. Tel. 222. Ford retail dealers.

HULL.—Harbour Motors, Ltd., 172, Anlaby Rd. Tel. 15500. Ford main dealers. HULL.—Northwood Motors (Hull), Ltd., George St. Tel. Hull 53822. Ford retail dealers.

ISLE OF WIGHT, Newport.—Franke Cheverton, Ltd., 4, Lower St. James's St., Newport 2401/2/3. Main

KENSINGTON, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642 (5 lines). Retail

KEW GARDENS (Surrey).—Westons Garage (Kew). Ltd., North Rd. Tel. Prospect 4479, Retail

KINGSTON-UPON-THAMES.—Lamberts of Kingston, Ltd., 140, London Rd. Kingston 3171. Main dealers.

LEATHERHEAD.—Bridge Motors (Leatherhead), Ltd., Guildford Rd., Tel. Leatherhead 2564. Ford area

LITTLEHAMPTON (Sussex).—Cuff Miller & Co., Ltd., Thorncraft Garage, Horsham Rd, Littlehampton 408. Stocking dealers. LONDON, W.1.—Charles Follett, I.td., 18, Berkeley St., Mayfair, Tel. Mayfair 6266.7/8.

LONDON, W.1.-K.D.M. & Cherrington, Ltd.,
Albemarie St. Tel. Grosvenor 5551.

LONDON, W.1.—T. N. Kendall & Co., 26-30, Port-man Close, Baker St. Welbeck 4732. Retail dealers LONDON, W.1.—Poland Street Garage, 49-53, Poland St. Gerrard 9010. Ford retail dealers.

LONDON, W.1.—Ripco, Ltd., 2, Providence Court, North Audiey St. Hyde Park 2952/3/4, Mayfair and West End agents.

LONDON, W.1.—Taylor & Crawley, I.td., 42a, South Audley St. Mayfair. Grosvenor 6881 4. Agents. LONDON, W.1.—University Motors, Ltd., 80, Picca-dilly. Tel. Grosvenor 4141. Ford retail dealers.

L ONDON, W.2.-R. S. Currie & Co., Ltd., 105, West-bourne Grove. Bayswater 0085. Retail dealers.

L ONDON, W.3.—C. M. Abbott & Co., Ltd., Dukes Rd., Weston Ave. Acton. Acorn 3224/5. Retail dealers. LONDON, W.6.—Normand, Ltd., 405-9, King St. Tel. Riverside 3665/6. Ford retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove, Bayswater 4274. Ford retailers. LONDON, W.12.—Conway Motors, 299-309, Goldhawk Rd., Shepherd's Bush. Riverside 4872/3. Retail

LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558/9. Ford retail dealers. LONDON, N.W.3.-W. J. Brown, Ltd., 339, Finchley Rd. Hampstead, Tel. Hampstead, 2284, Main

L ONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Maida Vale 4801/2/3. Retail dealers. L ONDON, N.W.6.—L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon, Sunnyhill 1145-

L ONDON, N.W.11.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green. Speedwell 4701 Local district dealers.

LONDON, N.1.—Highbury Corner Motor Co., Ltd. 114-120. Canonbury Rd., Islington, Canonbury 2464. Main dealers.

LONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Stn. Tudor 2301/2.

LONDON, N.S.—Jack Williams (Motors), Ltd., 169.
Priory Rd., Hornsey, Mou. 5228. Stocking agents. LONDON, N.S.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401. Retail dealers.

L ONDON, N.16.—Wood & Lambert, Ltd., 49, Stamford Hill, Stamford Hill 3434. Main dealers.

L ONDON, E.1.—Osborn Carages, Ltd., 168-175, Shore-ditch 9045. Ford stockists.

L ONDON, E.14.—Coborn Motors, Ltd. 249-251, East India Dock Rd. Poplar. East 2987. Retail dealers. LONDON, E.18.—Frank G. Gates, Ltd., 79, High Rd., Woodford. Wanstead 6633. Main dealers.

LONDON, S.E.I.—The Dispatch Motor Co., Ltd., 98/ 120, Southwark Bridge Rd., Waterloo 4959, Main

LONDON, S.E.1.—Hotchkiss Garages, 450, Old Ment LONDON, S.E.5.-M.A. Autos, Ltd., 63, Denmark Hill. Tel. Brixton 0878. Ford retail dealers.

LONDON, S.E.12.—Bellamy's (London), Ltd., Burnt Ash Hill. Lee Green 4821. Retail dealers.

L ONDON, S.E.20.—Harold G. Cole & Co., Ltd., An-caster Garage, Croydon Rd., Penge, Syd. 4415/6. LONDON, S.E.22.—The Gordon Garage (Dulwich) Ltd., 33-35, East Dulwich Rd. New Cross 2456 3704. Sub-dealers.

L ONDON, S.E.26.—Hillier Motors, Ltd., 144-156, Dartmouth Rd. Forest Hill 9351-2, 2432. Retail dealers. L Souare Sloane 0436 Ford retail dealers

CARS. CARAVANS & COMMERCIAL VEHICLES SPECIALISTS FOR - NEW

LONDON S.W.3.—Westminster Carriage Co., Ltd., 58, Old Church St., Chelsea. Tel. Fla. 0152.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 512, Earls Court Rd. Fremantle 3401. Retail dealers.

L ONDON, S.W.S.—Gee Cars. Ltd., 60-62, Queens-town Rd. Tel. Mac 3365-4. Ford retail dealers.

LONDON, S.W.S.-M. T. Lane Autos, 98-100, South Lambeth Rd. Macaulay 2546. Ford stocking dealers. L ONDON, S.W.11.—Naylor & Root, Ltd., 250, Lavender Hill, Clapham Junction. Bat. 2252. Retail

L ONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Her-mitage Lane, Streatham. Pollards 2100. Retail

LONDON, S.W.16.—Gordon King Motors, Ltd. Mitcham Lane, Streatham. Tel. Str. 3153 4.

L ONDON. S.W.17.-F. H. Peacock, Ltd., 219-221.
Balham High Rd. Balham 1271 (10 lines). Main

LONDON, S.W.18.—Trinity Cars. Ltd., 94. North Side, Wandsworth Common. Vandyke 1166. Retail

L ONDON, S.W.18.—Allan Taylor (Motors), Ltd., 126, Wandsworth High St. Vandyke 7222. Main

MALDON (Essex) Doe Bros (Motors), Ltd., Spital Rd. Tel. 535/6. Ford main dealers.

MANCHESTER (City).-H. & J. Quick, Ltd., 221, Deansgate, Tel. Bla. 2468/8. MANCHESTER. 16.—(Head Office) H. & J. Quick Ltd., Chester Rd., Old Trafford. Tel. Tra. 2201

MILFORD (Surrey). Jordan's Garage, Ltd., Ports-mouth Rd. Tel. Godalming 670. Ford retail

NEEDHAM MARKET (Suffolk).—Burlington Motors Tel. Needham Market 273. Ford retail dealers.

ODIHAM (Nr. Basingstoke, Hants.)—J. E. Chapple & Co., High St. Odiham 294. Retail dealers. OXFORD.—Hartwell's of Oxford, Ltd., 263-265. Banbury Rd. Tel. Oxford 59291. Ford main

PEMBURY (Kent).—Pembury Car Sales, Ltd., Has-tings Rd. Tel. Pembury 594. Ford retail dealers. PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9888. Ford main stockists.

PLYMOUTH.—Vosper's Motor House (Plymouth). Ltd., Princess Sq. Tel. 64277 8 9. Ford retail

READING (Berks).—Loddon Bridge Motors, Lt. Earley. Tel. Reading 61602. Ford retail dealers.

READING.—Cyril Sheppard of Reading. Tel. Son-ning 2545 (5 lines). Ford dealers. RICKMANSWORTH (Herts).—Bridge Motors, Church St. Tel. Rickmansworth 2362. Ford dealers.

RINGWOOD.—The Ringwood Motor Works (White Bros.), 28-50, Southampton Rd. Tel. 20. Retail

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd. Tel. 3185/7. Ford main dealers.

RYE (Sussex).—Tollgate Garage, Winchelsea Rd. Tel. Rye 3105. Ford dealers.

SEVENOAKS (Near) (Kent).—Fox's Garages, Bada Mount. Tel. Badgers Mount 218. Stocking dealers SEVENOAKS.—Sennocke Engineering Co., Ltd., The Vine. Tel. Sevenoaks 2541. Ford main agents.

SIDCUP.—Hubert Dees (Sidcup), Ltd., Sidcup By-Pass. Tel. Foots Cray 5676. Ford main dealers.

SOUTHALL (Middx).—Rusticum Service Station, Ltd. Norwood Green. Tel. Southall 2750. Agents. SOUTHAMPTON.—County Garages (Southampton) Ltd., Bedford Place, Tel. 23027. Ford retail dealers.

SOUTHAMPTON.—Godrich, Ewins & Co., Ltd., Botley. Tel. Botley 197/8. Ford retail dealers. ST. ALBANS (Herts).—Harper Auto Sales, Ltd., 193, Hatfield Rd. Tel. St. Albans 54412.

ST. IVES (Huntingdonshire).—Parker & Son. Tel. St. Ives 5322. Ford retail dealers.

TOWMARKET (Suffolk).—The Brockford Motor & Engineering Co., Brockford. Mendlesham 254.

SUTTON COLDFIELD.—Chambers of Sutton, Ltd., 65, South Parade. Tel. Sut. 4473. Main dealers.

SUTTON (Surrey).—R. Pratt. Ltd., 268-270, High St., Vigilant 4456. Ford main dealers. TEYNHAM (Kent).—The Oarage. Tel. Teynham 286.

TUNBRIDGE WELLS.—Stormont Engineering Co., Ltd., 3, Mount Ephraim. Tel. 20323. Ford main

WALLINGTON (Surrey), Jack Rose, Ltd., Stafford Rd. Tel. Wallington 6677/8. WESTON-SUPER-MARE Grove Park Garage, Ltd., Lower Bristol Rd. Tel. 17 & 2281. Main dealers.

WIMBLEDON, S.W.19.—Bainshaw, Ltd., Hatfield Rd. Tel. Liberty 4611. Ford main dealers.

WOKINGHAM.—E. F. Cadby. Handpost Corne Garage. Tel. Wokingham 873. Ford dealers. WORCESTER PARK (Surrey). - Mercia Motor Co.. Ltd., 57-9, Central Rd. Derwent 4541. Retail

WORTHING .- F. G. Searle & Co., High St. Tel

FRAZER NASH

I SLEWORTH.—A.F.N., Ltd., Palcon Works, London Rd. Hounslow 0011. Manufacturers.

COCCOMOBIL

BATH (Somerset).—Midland Bride Rd. Tel. Bath 2166. Goggom-

BURY 87. EDMUNDS.—Frederick A. Jenkins & Sons.
Bury 87. EDMUNDS.—Frederick A. Jenkins & Sons.
St. Andrews Garage. Tel. 868. Distributors.
GUILDFORD.—Connaught Enginering. Portsmouth
Rd., Send. Tel. Ripley 3122. Coggomobil dis-

HARROW (Middx).—Engines Reconditioned, Ltd., 333, Pinner Rd. Tel. 1269 & 5366. Area dealers.

HEATHFIELD (Sussex).—T. F. Appleby, High St. Tel, Heathfield 167. Goggomobil main dealers. L ONDON, W.1.—M.P.H.W. Sales, Ltd., 23, Piccadilly, Tel. Gerrard 6055. Goggomobil agents.

London, S.W.1.—Mansell & Fisher, 11. Cadogan Lane, Pont St. Sloane 4758. Main London dis-

LONDON, S.W.7.—Goggomobil, Ltd., 93-95, Brompton Rd. Knightsbridge 7705/6/7/8. Ge

NEWARK (Notts).—Walmsley Autos, Lombard St. Tel. Newark 1164 Goggomobil retail dealers

NEWCASTLE (Staffs).—Eastwood's, Deansgate Garage, Tel, 65125. Main dealers. PORTSMOUTH.-John Fisher, 201-5, New Rd. Tel.

RUSTINGTON.—Swansea Car Sales. Ltd.—Windmill Gorgomobil main agents.

TAUNTON (Somerset).—E. Tucker, East Reach, Tel. 5716 & 5279. Distributors greater part Somerset.

WOKING.-M.P.H.W. Sales, Ltd., 67. Goldsworth Rd. Tel. Woking 5231. Goggomobil agents.

WOLVERHAMPTON Penn Motor Services, Ltd. Penn Rd. Tel 36632 & 38271. Goggomobil dis-

HEINKEL

BOGNOR REGIS (Sussex).—Bognor Station 20. Longford Rd. Tel. 2102. Area distri L ONDON W.1.—M.P.H.W. Sales. Ltd., 23, Piccadilly. Tel. Gerrard 6055, Heinkel distributors.

MACCLESFIELD-A, Watling, 49, Buxton Rd. Tel.

WOKING-M.P.H.W. Sales, Ltd., 67, Goldswor Rd. Tel. Woking 5231, Goggomobil agents

HILLMAN

A BERGELE.—Slater's Garages (Abergele), Ltd. Tel Abergele 2346 (3 lines).

A NDOVER (Hants).—J. S. Monro, Newbury Rd. Tel. Andover 3006. Hillman retail dealers.

A SHFORD (Kent).—Crouch's Garage, Ltd., Station Rd. Tel. 860. Hillman area dealers.

A SHFORD (Middx), Ashford Motors, 102-4, Ford Bridge Rd Tel. 2040, Hillman area dealers.

BARKING (Essex).—Albon's Garage. Ltd.. 105-7 Longbridge Rd. Rippleway 1285 & 0180. Hillms BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 0332. Area dealers.

BECKENHAM (Kent).—Saunders, Abbott & Co., 1.
Wickham Rd., Tel. 1980. Hillman retail dealers

BIGGLESWADE (Beds).-R. F. Newman, Dunton Corner Garage, London Rd. Tel. 3132. Hillman BILLINGSHURST (Sussex).-Poplar Garage, Oaks, Tel, Billingshurst 75. Hillman retail des

BIRMINGHAM, 27.—Central Garage (Olton), Ltd., 2, Warwick Rd., Olton, Aco., 3584 & 0062 Retail

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth, Tel. Midland 4570 & 4577/8/9. Retail dealers. BOURNEMOUTH.—George Hartwell, Ltd., 35-41, Holdenhurst Rd., Tel Bournemouth 4161. Hillman

BRIGHTON.—Seymour, 193, Preston Rd. Tel. 52530.

oswell, Ltd.), Epping New Rd., Main A.11 Rd. LEET (E. LEET), LEET (E. LEET), Main A.12 Rd. BUCKHURST HILL (Essex) Boswell, Ltd.), Engine

BYFLEET (Surrey)-Noel Roscoe, Ltd., High Rd.

COULSDON .- H. Harmer (Coulsdon), Ltd., 272, Chip-stead Valley Rd. Tel. Downland 2255. CROYDON.—Manton Motors, Ltd., 23-39, Shirley Rd. Tel. Addiscombe 6051/6.

CROYDON -Smith Auto Co., Ltd. 145, London Rd. Tel. 2115, Hillman area dealers.

CROYDON (Surrey).-W. Shirley & Sons, 17, Mon-tague Rd. Tel. Croydon 8341. EAST GRINSTEAD (Sussex).—West Street Motors (E. Grinstead), Ltd., London Rd. Tel. 584 (10 lines). Retail dealers.

ELY (Camba).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2981. Hillman main dealers.

ENFIELD (Middx).—Lyne, Prank & Wagstaff, Ltd., London Rd. Enfield 1203/4/5. Area dealers. FARNBOROUGH (Hants).—Crescent Service Station. Mytchett Rd., Mytchett. Tel. Farnborough 2164. Hillman retail dealers.

FARNHAM (Surrey), -E. D. Abbott, Ltd. Tel. 6282.

GILLINGHAM (Kent).—Ball of Gillingham, Ltd., London Rs. Tel. Gillingham 5543, Hillman main

GODALMING (Surrey), Station Garage, Farncombe Tel. Godalming 143. Hillman agents.

GOSPORT (Hants).—Aldridge & Riddle (Gosport).
Ltd., 15. Clarence Rd. Tel. 88066. Appointed

HILLMAN-Continued

HARROW.-Northern Motors of Harrow, Pinner Rd. Tel. Harrow 4444. Hillm

HARROW.—Ruffells Motors (Harrow), Ltd., 185, High St., Wealdstone. Harrow 6421/3. Hillman area

HOLT (Norfolk).—North Norfolk Garage Co., Ltc., Cromer Rd. Tel. Holt 5203. Retail dealers.

HOUNSLOW (Middx) Peregrine Service Stationa, Ltd., Lampton Rd. Hounslow 1136/7 & 2293. Hillman retail dealers.

HYTHE (Hants).-Marsh Motors (Hythe), Ltd. Tel. 2022/4, Hillman retail dealers.

KEMPSTON (Bedfordshire).—Fensome Bros., Kingsley Garage. Tel. Kempston 2259.

KENLEY (Surrey) .- Pudney & Sims. Ltd., Station Rd. Tel. Uplands 0529. Hillman retail dealers. KENSINGTON, S.W.7.-Harold Radford & Co., Ltd., Meiton Court. Kensington 6642 (5 lines). Retail

LEATHERHEAD.—Sandfords (Woodbridge), Ltd., 75, Kingston Rd. Tel. Leatherhead 2744. Hillman

L EE-ON-THE-SOLENT (Hants).—Skippers Garage.
Marine Parade East. Tel. 79155. Retail dealers.

LITTLEHAMPTON (Sussex).—Cuff Miller & Co., Ltd.,
Thorncraft Garage, Horsham Rd. Littlehampton
408. Stocking dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St. Tel. Riverside 3665/6. Hillman retail dealers.

LONDON, W.11.-G. E. Widden & Co., Ltd., St. Mark's Rd., North Kensington. Park 4949. Retail

L ONDON, W.12.-D. Creed, 176, Goldhawk Rd. Tel. Shepherds Bush 2812. Hillman retail dealers.

LONDON, S.W.2.—Escott & Co. (Brixton), Ltd., 51
Acre Lane, Brixton, Brixton 5407/8. Retail

LONDON, S.W.9.-L.C.C. Motor Co., Ltd., 1-3 Brixton Rd. Reliance 4353, Hillman retail dealers. L ONDON, S.W.18, Walter Sheehy, 59, East Hill, Wandsworth, Tel. Vandyke 2288, Hillman retail

LONDON, S.W.19.—Burt's Motors. 1, High St., Colliers Wood. Tel. Liberty 8252. Hillman retail

L ONDON, N.W.S. -M.E.T. Garages, Ltd., 409, Kilburn High Rd. Maida Vale 4801/2/3, Retail dealers.

L ONDON, N.W 11.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green. Speedwell 4701,

L ONDON, N.2.-W. S. Down, Ltd., Great North Rd., East Finchley, Tudor 9783/4, Retail dealers. LONDON, N.12.—Lindsay Brothers, Ltd., 923-925. High Rd., North Finchley. Hillside 1022. Area

L ONDON, N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham, Tel. Tot., 8811, Area dealers.

L ONDON. E.1.—Osborn Garagea, Ltd., 168-175.
Shoreditch High St. Tel. Shoreditch 9045. Hill-

LONDON, E.4.—Reliance Motors (Chingford), Ltd... Hall Lane, Chingford, Silverthorn 1820/1. Hill-man area dealers.

LONDON, E.S.-Leigh & Botfield, Ltd., 24, London Lane, Hackney, Tel. Amherst 6116. LONDON, S.E.1.—Hotchkiss Garages, 450, Old Kent Rd. Bermondsey 1377/8. Retail dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 8585. Hillman area dealers. LONDON, S.E.26. - Maythorpe Motor Co., 42, Syden-ham Rd. Tel. Syd. 5123/4 & 6627.

L ONDON, Wandsworth.—Magdalen Motors, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Bat. 5573 & 7879. Retail dealers.

MAIDENHEAD (Berks), -R. S. Mead (Sales), Ltd., 42, Queen St. Tel. 3431/2. Hillman area dealers.

MANSFIELD (Notts) .- R. S. Beard & Co., Ltd., Nottingham Rd. Tel. 1923/4/5 (* lines). Main MORDEN (Surrey). - Morden Station Garage, London Rd. Tel. Mitcham 4533/4, Hillman dealers.

NEEDHAM MARKET (Suffolk).—Burlington Motors. Tel. Needham Market 275. Hillman retail dealers.

NEWTON MEARNS.—Andersons (Newton Mearns), Ltd., 268, Ayr Rd. Newton Mearns 2271. Main

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St., Tel. Northampton 907. Hillman mais dealers. PETTS WOOD (Kent), Dunstonian Garage, Station Sq. Tel Orpington 24252. Hillman area dealers.

PINNER (Middx).—Northwood Hills Motor Co., Joel St., Northwood Hills. Northwood 5271/2. Retail

POOLE (Dorset).—Parkway Garages, Ltd., Sandbanka Rd., Parkstone. Canford Cliffs 78078, 78278.

POTTERS BAR (Middx).—Regent Garage, 17, High

READING (Berks).—T. Barker & Sons, 35-7, Friar St. Tel. 5976. Hillman retail dealers. R INGWOOD.—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Tel. 20. Retail

R OMFORD.—Romford Commercial Cars. 20-28, Lendon Rd. Tel. 5844. Hillman area dealers. R OMPORD (Easex).—The Links Garage, Collier Row,

COMMERCIAL CARS. CARAVANS VEHICLES 8 SPECIALISTS FOR - NEW

HILLMAN-Continued ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd. Tel. 3185/7. Hillman area dealers.

SANDHURST (Berks).—M. Tasker-Parkin. Crown Garage. Tel. Yateley 3252. Hillman retail dealers. SLOUGH (Bucks).—Chandler's Garage, Uxbridge Rd. Tel. Slough 21562. Hillman retail dealers.

SONNING-ON-THAMES (Berks) —Sonning Auto Services, Ltd., High St. Sonning-on-Thames 3274. Retail dealers.

SOUTHALL (Middx). Grove Motors, North Rd. Tel. Southall 2780 & 3477.

SOUTHAMPTON.—County Garages (Southampton), Ltd., Bedford Place, Tel 25027, Hillman retail

SOUTHAMPTON.—Godrich, Ewins & Co., Ltd., Botley Tel. Botley 197/8. Hillman retail dealers. ST. IVES (Huntingdonshire).—Parker & Son. St. Ives 3322. Hillman retail dealers.

SUTTON COLDFIELD.—Wylde Green Eng. Co., Ltd. Wylde Green Garage, 166, Birmingham Rd. Tel 1681/2. Retail dealers.

SUTTON (Surrey).—Phænix Motor Co. (Surrey). Ltd., Phænix House, High St. Vigilant 0161 (8 lines).

TEDDINGTON.—A.V. Motors, Ltd., 1-13, Park Rd. Tel. Mol. 4684. Hillman retail dealers.

TEYNHAM (Kent).-The Garage. Tel. Teynham 286.

TUNBRIDGE WELLS (Kent).—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tunbridge Wells

WADHURST (Sussex).—Wm. Gadd & Sons, High St. Tel. Wadhurst 28. Hillman retail dealers. WATTON (Norfolk).-L. A. Pilch, Wayland Garage, Thetford Rd. Tel. Watton 286. Hillman retail

WESTON-SUPER-MARE (Somerset).—Richard Ivens & Co., Ltd., Milton Rd. Tel. 3697. Retail

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2598, Hillman main dealers.

HUDSON

WALTON-ON-THAMES.—Walton Car Sales, Ltd., Grove Filling Station, 98, Terrace Rd. Tel. 759, 6094. Main dealers.

HUMBER

A BERGELE.—Slater's Garages (Abergele), Ltd. Tel. Abergele 2346 (5 lines).

A NDOVER (Hants). J. S. Monro, Newbury Rd. Tel. Andover 3006. Humber retail dealers.

A SHFORD (Kent). Crouch's Garage, Ltd., Station Rd. Tel. 866. Humber area dealers. BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 0332. Area dealers.

BECKENHAM (Kent).—Saunders, Abbott & Co., 1, Wickham Rd. Tel. 1930. Humber retail dealers.

BIRMINGHAM, 27.—Central Garage (Olton), Ltd., 2, Warwick Rd., Olton. Aco. 3584 & 0062. Retail

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth, Tel. Midland 4570 & 4577/8/9, Retail dealers.

BOURNEMOUTH. George Hartwell, Ltd., 35-41, Holdenhurst Rd Tel. Bournemouth 4161, Humber

BUCKHURST HILL (Essex). Montroe Motors (N. H. Boswell 1td.), Epping New Rd. Main A.11 road Buckhurst 1171/2, 1754, 1215.

BYFLEET (Surrey).-Noel Roscoe, Ltd., High I CROYDON.—Manton Motors, Ltd., 23-39, Shirley Rd.

CROYDON. Smith Auto. Co., Ltd., 145, London Rd. Tel 2115. Humber area dealers.

CROYDON (Surrey).-W. Shirley & Sons, 17, Montague Rd. Tel. Croydon 8341.

EAST GRINSTEAD (Sussex).—West Street Motors (E. Grinstead), Ltd., London Rd. Tel. 584 (10

ENFIELD (Middx).—Lyne, Frank & Wagstaff, Ltd., London Rd. Enfield 1203/4/5. Area dealers. GILLINGHAM (Kent).—Ball of Gillingham, Ltd., London Rd. Tel. Gillingham 5543, Humber main

GOSPORT (Hants).—Aldridge & Riddle (Gospor Ltd., 15, Clarence Rd. Tel. 88066, Appoint

HARROW.—Northern Motors of Harrow, 184-194, Pinner Rd. Tel. Harrow 4444. Retail dealers.

HARROW.—Ruffells Motors (Harrow). Ltd., 185, High St., Wealdstone. Harrow 6421-3. Humber area dealers.

KENSINGTON, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642 (5 lines). Retail

L EE-ON-THE-SOLENT (Hants).—Skippers Garage, Marine Parade East, Tel. 79153. Retail dealers. LONDON, W.6.—Normand, Ltd., 405-9, King St. Tel. Riverside 3665/6. Humber retail dealers.

LONDON, W.11.—G. E. Widden & Co., Ltd., St., Marks Rd., North Kensington, Park 4949, Retail

LONDON, W.12.-D. Creed, 176, Goldhawk Rd. Shepherd's Bush 2812. Humber retail dealer LONDON, S.W.2.—Escott & Co. (Brixton). Ltd., 53. Acre Lane, Brixton. Brixton 5407/8. Retail

LONDON, S.W.19,—Burt's Motors, 1, High St., Colliers Wood, Tel. Liberty 8232, Humber retail

HUMBER—Continued

LONDON, N.2.—W. S. Down, Ltd., Great North Rd.,
East Finchley. Tudor 9785/4. Retail dealers.

LONDON, N.12.—Lindsay Bros., Ltd., 923-925, High Rd North Finchley, Hillside 1022. Area dealers. LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd., Tottenham. Tel. Tot. 8811. Area dealers.

LONDON, N.W.6.-M.E.T. Garages, Ltd., 409, Kil-burn High Rd. Maida Vale 4801/2/3. Retail

LONDON, N.W.11.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green. Speedwell 4701. Local District Dealers

L ONDON, E.4.—Reliance Motors (Chingford), Ltd. Hall Lane, Chingford, Silverthorne 1820/1, Humber

LONDON, E.S.—Leigh & Botfield, Ltd., 24, London Lane, Hackney, Tel. Amhurst 6116. LONDON, S.E.I.—Hotchkiss Garages, 450, Old Kent Rd. Bermondsey 1377/8. Retail dealers.

L ONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 8585. Humber area dealers. LONDON, S.E.26.—Maythorpe Motor Co., 42, Syden-ham Rd. Tel, Syd. 5123/4 & 6827.

MAIDENHEAD (Berks).—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. 3431/2. Humber area dealers. MANSFIELD (Notts).-R. S. Beard & Co., Ltd., Nottingham Rd. Tel 1923/4/5 (4 lines). Main

NEWTON MEARNS.—Andersons (Newton Mearns), Ltd., 268, Ayr Rd Newton Mearns 2271. Main

NORTHAMPTON.—Arthur Mulliner, Ltd., Bridge St.

PETTS WOOD (Kent).—Dunstonian Garage, Station Sq. Tel. Orpington 24252. Humber area dealers. PINNER (Middx) .- Northwood Hills Motor Co., Joel St., Northwood Hills, Northwood 3271/2. Retail

POOLE (Dorset).—Parkway Garages, Ltd., Sandban Rd., Parkstone, Canford Cliffs 78078, 78278. Ret

R OMFORD.—Romford Commercial Cars, 20-28, London Rd. Tel. 5844, Humber area dealers.

R OMFORD (Essex).—The Links Garage, Collier Row Tel. Romford ?882, Humber dealers.

ROMSEY (Hants).—B. A. Rolfe & Sons, Ltd. Tel. 3185/7. Humber main dealers.

SOUTHALL (Middx).-Grove Motors, North Rd. Tel.

SOUTHAMPTON.—Godrich Ewins & Co., Ltd., Botley Tel. Botley 197/8. Humber retail dealers.

ST. IVES (Huntingdonshire).—Parker & Son. Tel St. Ives 3522. Humber retail dealers. SUTTON COLDFIELD.—Wylde Green Engg. Co., Ltd. Wylde Green Garage, 166, Birmingham Rd. Tel 1681/2, Retail dealers.

SUTTON (Surrey).—Phœnix Motor Co. (Surrey). Ltd. Phœnix House, High St. Vigilant 0161 (8 lines) Main dealers.

TEYNHAM (Kent),—The Garage, Tel. Teynham

Winchester.—Will Short, Ltd., 2-4, St. Cross Rd. Tel, 2598. Humber main dealers.

JAGUAR

BROMLEY (Kent).—K.J. Motors, Ltd., Widmore Rd.
Tel. Ravensbourne 3456 (5 lines). Jaguar area

COULSDON (Surrey).-K.L.M. Motors, Ltd., Brighton Rd. Tel, Uplands 4841. Jaguar dealers,

COVENTRY.-S. H. Newsome & Co., Ltd., Corpora-tion St. Tel. 5061.

CROYDON.—Moore's Presto Motor Works, Ltd., Tam-worth Rd. & Derby Rd. Croydon 6004 (6 lines).

DORKING.-F. W. Mays & Co., Ltd., 105, South St.

EXETER.-A. J. Beal. Ltd., 22-23, Queen St. Tel. Exeter 75237. Jaguar district distributors.

FARNHAM (Surrey).—Mike Hawthorn, Tourist Trophy Garage, East St. Tel. Farnham 5365. Main dealers. GUILDFORD Coombs & Sons (Guildford), Ltd. Portsmouth Rd. Tel. Guildford 62907, Jaguar

RVINE (Ayrshire).—Central Ayrshire Automobile Co. Dreghorn. Tel. Irvine 2584. Jaguar main agents. K ENSINGTON, S.W.7.—Harold Radford & Co., Ltd., Melton Court. Kensington 6642 (5 lines). Retail

LEICESTER, Walter E. Sturgess & Sons, Ltd., Braunstone Gate. Tel. Leicester 22047.8/9.

LONDON, W.1.—Charles Follett, Ltd., 18. Berkeley St., Mayfair, Tel, Mayfair 6266/7/8.

LONDON, W.1.-K.D.M. & Cherrington, Ltd., 9.
Albemarle St. Tel. Grosvenor 5551.

L ONDON, W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane, Grosvenor 4772 & 4357, Retail dealers. L CONDON, W.8.—Metropolis Garages, Ltd., 45, Earls Court Rd., Kensington, Western 4544. Jaguar

L ONDON, W.11.—Chipstead Motors, Ltd., 142, Holland Park Ave. Tel. Park 3445/6. Jaguar dealers LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill 4252. Appointed

L ONDON, N.6. - Martin Motors (Highgate), Ltd., Highgate High St. Tel. Mountview 3266, Jaguar

LONDON, N.S.—Jack Williams (Motors), Ltd., 169
Priory Rd., Hornsey Mou. 5228. Retail dealers. L ONDON, E.7.—R. P. Powell Motors, Ltd., 521, Rom-ford Rd., Forest Gate. Maryland 7781, Area

L ONDON, S.E.13.—J. E. Bird Automobiles, Ltd., 118-120, High Rd., Lee, Lee Green 1072. Main dealers. LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Soane Square. Sloane 0436. Jaguar retail dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-9, Stern-hold Ave., Streatham Hill. Tulse Hill 6464 & 8182. Retail dealers.

L ONDON, S.W.4.—Park Hill Motors (Clapham), Ltd., 74. Park Hill, Clapham. Macaulay 7214. Retail

MALVERN.—Rothwell & Milbourne, Ltd., Central Garage, Tel. Malvern 300/1. Jaguar distributors.

PLYMOUTH.—Vosper's Motor House (Plymouth), Ltd., Princess Square, Tel. 64277/8/9, Jaguar retail

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96 & 98, Upper Richmond Rd. Putney 7881/5.

SALISBURY.—Wyndham Motors, Ltd., 194, Castle St. Tel. 3347, Jaguar area dealers.

ST. IVES (Huntingdonshire).—Parker & Son. Tel. St. Ives 3522. Jaguar retail dealers. TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. Johns Rd. Southbridge 1000. Area

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247. Retail dealers.

WEYBRIDGE (Surrey).—Weybridge Automobiles Ltd., Queens Rd. Tel. 2255 (5 lines). Main

WORTHING.—Boorers Garage, 53, Broadwater St. Tel. Worthing 5467/8. Jaguar area dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within), York 25388, Jaguar area dealers.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., Portsmouth Rd. Guildford 62907. Agents for Surrey & Sussex.

HULL.—Northwood Motors (Hull), Ltd., George St., Tel., Hull 33822. Jensen distributors.

L ONDON, S.W.2.—Rose & Young, Ltd., 65-9. Stern-hold Ave., Streatham Hill. Tulse Hill 6464 & 8182. Distributors.

LANCIA

ALPERSON (Middx).—Lancia (England). Ltd., 372, Ealing Rd. Tel. Perivale 5656. Lancia con-cessionaires.

L ONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Lancia agents.

L ONDON, S.W.3.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd. Tel. Kensington 4858.

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place, Tel, Alt. 2662/3, M.G. retail dealers

A SHFORD (Middx).—Herd's Garage & Engs. Co., Ltd. 404. Staines Rd. West. Tel. 2084 & 3908. Retail deglers.

BATH (Somerset) — The Bath Garages, Ltd., James St. West, Tel. 3255 (5 lines). Distributors.

BECKENHAM (Kent) - Saunders, Abbott & Co., 1, Wickham Rd. Tel. 1930. M.G. retail dealers. BEDFORD.—Arthur Gell. 6, St. Loyes. Tel. Bedford 2158, M.G. distributors.

BLANDFORD (Dorset).—The Badger Garages, Ltd., Blandford, Tel. Blandford, 615. M.G., retail

BRENTWOOD (Essex). Brentwood Engineering Co., Ltd., Brook St. Tel, Brentwood 2002. M.G. retail

CHELSEA, S.W.3.—Tunkard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Flaxmin 4801/3, M.G. retail

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Tel. High-

COVENTRY.—The Parkside Garage, Ltd., Warwick Rd. Tel. 64162/8, M.G. distributors. CROYDON.—Moore's Presto Motor Works, Ltd., Tamworth Rd. & Derby Rd. Croydon 6004 (6 lines).

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorling 2256 & 2257. Main dealers.

Enfield (Middx) -Richard France, Ltd., 63 & 69. Lancaster Rd. Enfield 6727. Retail dealers. EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass, Tel. Ewell 2382/3/4, M.G. retail dealers.

K NUTSFORD.—Bucklow Garage, Ltd., Bucklow Hill. Bucklow Hill 3227. M.G. retail dealers.

LONDON, W.1.—Ripco, Ltd., 2, Providence Court. Morth Audiey St. Hyde Park 2952 3 4, Mayfair and West End agents.

ONDON, W.I.—University Motors, Ltd., SC, Picca-distributors.

Tel. Grosvenor 4141. M.G. sole London

L ONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Sloane 0436. M.G. retail dealers.

L ONDON, S.W.2.—Wilson's Automobiles & Coach-works, Ltd., 36-38, Acre Lane. Brixton 4011. Re-tail dealers.

L ONDON, S.W.S.-R. C. Wimbush, Ltd., 312, Earls Court Rd. Fremantle 8401, Retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

M.G.—Continued

LONDON, S.W.17.—Barker, Motors (London), Ltd., 209, Balham High Rd. Balham 6666. Retail

L ONDON, N.S.—Lyne, Frank & Wagstaff, Ltd., 163 Tottenham Lane, Crouch End. Mountview 4401 Retail dealers.

MITCHAM (Surrey).—Parade Motors (Mitcham), Ltd., Monarch Parade, Tel. 3592 & 7188, M.G.

READING (Berks).—Loddon Bridge Motors, Ltd. Earley. Tel. Reading 61602. M.G. retail dealers R EADING -Cyril Sheppard of Reading. Tel. Son-ning 2345 (5 lines). M.G. agents.

RICHMOND.—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 6441 3, Retail dealers. ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 61200. M.G. retail dealers.

RUSTINGTOM (Sussex).-R. Hardy & Son (Rustington), Ltd., Sea Lane, Rustington 247, Retail

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broad-neld Rd., Tel. 52404 5. M.G. retail dealers.

SMETHWICK -E E, Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1158/9.

ST. ALBANS (Herts).—Harper Auto Sales, Ltd., 193, Hatfield Rd. Tel. St. Albans 54412. THAMES DITTON (Surrey).—Guy Salmon Auto-mobiles, Portsmouth Rd. Emberbrook 5551 2 3.

WALLINGTON (Surrey).—Jack Rose, Ltd., Stafford Rd. Tel. Wallington 6677/8.

WARRINGTON.—Hawthorns Motor & Engineering Co. (Collins Green), Ltd., Penny Lane, Collins Green, Newton-le-Willows 2356, Retail dealers. WINSFORD (Ches).—Dickinson Bros., High St. Tel. 2241/2 day, 5250 night.

YORK .- Micklegate Motor Co., Ltd., Micklegate Bar (Within), York 25388, M.G. distributors.

MERCEDES-BENZ

CARDIFF Ralphs Garages (Cardiff), Ltd., Cathedral Rd. Tel. Cardiff 29239. Mercedes-Benz distri-

CHELMSFORD.—Cambridge Motors, Springfield Rd. Tel. Chelmsford 4881. Essex distributors, CHESTERFIELD.-W. Machent & Son. Ltd., Locko-ford Lane Garage, Stonegravels. Tel. 4615. Main

L ONDON, W.1.—Taylor & Crawley, Ltd., 42a, South Audley St., Mayfair, Grosvenor 6881 d. Agents. L ONDON, W.11.—John S. Truscott, Ltd., 175, West-bourne Grove. Bayawater 4274. Mercedes-Benz

LONDON, S.E.15.—Mercedes-Benz (Gt. Britain), Ltd., 58, Camberwell New Rd. Tel. Reliance 7691.

LONDON, S.W.3.—Joe Thompson (Motors), Ltd., 91-95, Pulham Rd. Tel. Kensington 4858.

POTTERS BAR. B. Davis, Ltd., 30-32, Hatfield Rd.

SLOUGH.—Broughton Motors. Colnbrook By-Pass.
Brands Hill. Tel. Colnbrook 2708. Mercedes-Benz

WEYBRIDGE.-Woods Garage, Ltd., High St. Tel. 2268.9. Mercedes-Benz agents.

MESSERSCHMITT

HULL.—Northwood Motors (Hull), Ltd., George St. HTel, Hull 55822. Messerschmitt distributors. LONDON, W.1.—M.P.H.W. Sales, Ltd., 25, Piccadilly. Tel. Gerrard 6055. Messerschmitt distributors.

PLYMOUTH (Devon).—Olfords Garage, Crownhill Rd., Crownhill. Tel. Flymouth 72345. Messer-

WOKING -M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Woking 5231. Messerschmitt distribu-

METROPOLITAN

ALTRINCHAM.—Arden & Bull. Ltd.. Old Market Place. Tel. Alt. 2662 63. Metropolitan retail

DORKING.—Dorking Motor Co., Ltd., Reigate Rd., Tel, Joiking 2256 & 2257, Retail dealers.

RNINGHAM (Kent).—Penwarden & Frost, Ltd., 'arningham Service Station. Tel. 2366,7. Metro-n retail dealers. FARNINGHAM

LONDON. W.1.—University Motors, Ltd., 80. Picca-dilly. Tel. Grosvenor 4141. Metropolitan retail

LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558/9, Metropolitan retail dealers, LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd Brixton 2087 8/9, Metropolitan retail

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98. Upper Richmond Rd. Putney 7881/5.

WIMBLEDON, S.W.19.—Wimbledon Motor Works, Ltd., 29, High St., Wimbledon Common. Tel.

WOLVERTON (Bucks), -W. G. Sellick & Son, New-port Rd., New Bradwell. Wolverton 5117. Retail

MOPETTA

LONDON, W.I.—M.P.H.W. Sales, Ltd., 23, Piccadilly, Tel. Gerrard 6055. Mopetta distributors. WOKING .- M.P.H.W. Sales, Ltd., 67. Goldsworth Rd Tel. Woking 5251. Mopetta distributors.

MORGAN

LONDON. N.2.—Motourists (London). Ltd. Great North Rd., East Pinchley Stn. Tudor 2301/2, Stock-ing agents.

MORGAN-Continued

PLYMOUTH (Devon).—Olfords Garage, Crownhill Rd., Crownhill, Tel. Plymouth 72345. Morgan

R OMSEY (Hants).—B. A. Rolfe & Sons, Ltd. Tel. 3185/7. Morgan distributors.

MORRIS

A SHFORD (Middx).—Herd's Garage & Engg. Co., Ltd., 404, Staines Rd. West. Tel. 2084 & 3908.

BANBURY (Oxon).—The County Garages, The Cross. Tel. Banbury 2458. Morris retail dealers.

BANSTEAD.—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2202 3. Retail

BANSTEAD (Surrey) - Jack Rose, Ltd., High St. Tel. Burgh Heath 2576/7.

BARHAM (Nr. Canterbury) .- Arter Bros., Ltd., Dover Rd. Tel. Barham 356. Retail dealers. BATH (Somerset).—The Bath Garages, Ltd., St. West. Tel. 3255 (5 lines). Distribute

BIRMINGHAM. 3.—Frank Moseley (A.S. & S.), Ltd., Showroom. 2-4, Edmund St., City Centre. Cen. Retail deal

BLANDFORD (Dorset).—The Badger Garages, Ltd., Blandford, Tel. Blandford 615. Morris retail

BRENTWOOD (Essex).—Brentwood Engineering Co., Ltd., Brook St., Tel. Brentwood 2002. Morris retail deviers.

BRIDGWATER.—Real, Medland & Wills, Ltd., Mon-mouth St. Tel. 2659. Morris dealers.

BROMLEY (Kent).-K.J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Morris retail

PROOKWOOD (Surrey).—The Connaught Garage & Motor Works (Brookwood), Ltd., Cross Roads. Tel. Brookwood 3284.

CARSHALTON (Surrey). Campridge Garage (Carshalton), Ltd., 522. Carshalton Rd. Tel. Vigilant 1480. Morris dealers.

CATERHAM (Surrey). Layham's of Caterham, Croydon Rd. Tel. Caterham 2384. Morris retail

CHELSEA, S.W.3.—Tankard & Smith (Chelses), Ltd., 194-198, Kings Rd., Plaxman 4501 5. Morris retail

COULSDON (Surrey) - Star Lane Garage, Ltd., 70.
Brighton Rd., Hooley. Downland 257, Retail

COVENTRY.—The Parkside Garage, Ltd., Warwick Rd. Tel. 64162.6. Morris distributors. CROYDON (Surrey). Bale & Co., Ltd., 57-59, South

CROYDON (South).—C. W. J. Coles, Ltd., Station Garage, Blunt Rd. Tel. Croydon 0074/5.

CROYDON.—Moore's Presto Motor Works, Ltd., Tam-worth Rd. & Derby Rd. Croydon 6004 (6 lines).

CROYDON.—Onward Motors (Croydon), Ltd., 417-421.
Brighton Rd. Tel. Croydon 3468 (5 lines). DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Tel. Dorking 2256 & 2257, Retail dealers.

EDGWARE (Middx) -S. Bowen & Son. Ltd., Hill-side Garage, High St. Tel. 4464/5. Retail dealers.

ENFIELD (Middx).—Richard France, Ltd., 63 & 69. Lancaster Rd., Enfield 6727. Retail dealers. ENFIELD (Middx).-D. J. Shepherd & Co., Ltd. 454-6, Hertford Rd. Howard 1631, Retail dealers EPSOM.—Wilsons Automobiles & Coachworks, Ltd., 1. Dorking Rd. Tel. 3901. Retail dealers.

EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass. Tel. Ewell 2382 3.4. Morris retail dealers. EXETER.-Locomotors, Ltd., 85-88, Sidwell St. Tel.

FINCHLEY, N.3.—Pope's of Finchley, 39-45, Ballards Lane. Tel. Fin. 0013 7. Retail dealers.

GRANTHAM. G. R. Burton & Son. Ltd., Morris dis-

HARROW (Middx).-G. & C. Motor Garages, Ltd., Canning Rd., Tel. Harow 3452/5, Retail dealers. HARROW (Middx).—Locomotors, Ltd., 84-83, Pini Rd. Tel. Harrow 1092 5 4. Morris retail dealers IGHTHAM (Nr. Sevenoaks, Kent).—Durlings Garage. Tel. Borough Green 231. Retail stocking dealers.

KEW GARDENS (Surrey).-Westons Garage (Kew). Ltd., North Rd. Tel. Prospect 4479. Morris retail

KINGS LANGLEY (Herts).—A. H. Ampleford, High St. Garage, Kings Langley 2528, Morris agents. KINGSTON-ON-THAMES - Lankester Engineering Co., Ltd., 39-48, Eden St. Kingston 3151 4. Retail

K NUTSFORD.—Bucklow Garage, Ltd., Bucklow Hill. Bucklow Hill 3227. Morris area dealers.

LEATHERHEAD. Sandfords (Leatherhead). Ltd. Woodbridge Corner. Tel. Leatherhead 3033. Morri LONDON, W.1.—Poland St. Garage, 49-53, Poland St. Gerrard 9010. Morris retail dealers.

LONDON, W.1.—R. Hardy & Son. 55, Marylebone High St. Hunter 0942, Retail dealers. L ONDON, W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane. Orosvenor 4772 & 4357.

LONDON, W.1.—University Motors, Ltd., 80, Picca-dilly, Tel. Grosvenor 4141, Morris retail dealers. LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9.

MORRIS—Continued

L ONDON, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove. Bayswater 0085. Retail dealers. L ONDON, W.6.—Normand, Ltd., 405-9, King St. Tel. Riverside 3665 6. Morris retail dealers.

L ONDON, W.12. Conway Motors, 299-509, Goldhawk Rd., Shepherds Bush. Riverside 4872 5, Retail

CONDON, W.C.1.—Gladwell & Kell (1932). Ltd.. Ampton Street Works, 8-20, Cubitt St. Terminus 4461. Retail dealers.

ON, N.S.—Lyne, Frank & Wagstaff, Ltd., 163, ttenham Lane, Crouch End. Mountview 4401.

LONDON, N.W.S.—E. L. Mendel, Ltd., 297, Finchley Rd. Tel. Speedwell 9891/2, Morris retail dealers. L ONDON, N.W.6.—L. A. Hills (Hendon). Ltd., The Quadrant, Finchley Lane, Hendon. Sunnyhill 1145/6, Recail dealers.

L ONDON, E.14.—Coborn Motors, Ltd., 249-251, East India Dock Rd., Poplar. East 2987. Retail dealers. L ONDON, S.E.10.—East Greenwich Garage, Ltd., 43. 53, Trafalgar Rd. Tel. Greenwich 4776 7. Dealers

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25; Dulwich Village, Tel. Gipsy Hill 0083. L ONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2087 8 9, Morris retail dealers.

L ONDON, S.E.26.—Hillier Motors, Ltd., 144-156.
Dartmouth Rd. Forest Hill 9551 2 & 2432. Retail

L ONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq., Sloane 0456, Morria retail dealers. L ONDON, S.W.2.—Wilson's Automobiles & Coachworks, Ltd., 36-38, Acre Lane. Brixton 4011, Retail

L ONDON, S.W.3.—U.S. Concessionaires, Ltd., Pontlar Works, 5, Jubilee Place, Chelses, Fla. 7752, Retail

L ONDON, S.W.6.—Tanner Bros. Motors, Ltd. (Est. 1918), 875, Fulham Rd., Fulham, Renown 4494.

LONDON, S.W.11.—Naylor & Root, Ltd., 250, Laven-der Hill, Clapham Junction. Bat, 2252. Retail

LONDON, S.W.15.—Ward & Co. (Putney), Ltd., 72, West Hill, Vandyke 1077. Retail dealers. LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Her-mitage Lane, Streatham. Pollards 2100. Retail

LONDON, S.W.16. Streatham Mötor Garage & Elec. Eng. Co., Ltd., 43-45, Mitcham Lane. Str. 2014. Retail dealers.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Balham 6666, Retail dealers. L ONDON, S.W.18.—Stadium Service Station, 91-109. Garratt Lane, Wandsworth. Bat 5770. Retail

LONDON, S.W.19 Evans (Wimbledon), Ltd., 151, Alexandra Rd. Tel. Wimbledon 0163/4/5. L ONDON. S.W.19.—Iver Hill, Ltd., 413, Durnsford Retail dealers. Wimbledon 6825, 5686.

LOUGHTON, Essex Brown's Garage (Loughton), Ltd., 199, High Rd. Loughton 6262, Stocking

MAIDENHEAD (Berks).—W. R. Hammant, Ltd., The Garage, Woodland Park. Tel. Littlewick Green 570/1. Retail dealers.

MAIDENHEAD (Berks).—Ing's Garages, 80-82, Cox Green Rd. Tel. 2149, Morris stocking dealers. OVERTON (Hants) —Overton Motors, Basingstoke. Tel. Overton 296, Morris stockists,

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh, Rd. Pinner 9888. Morris main stockists. PUTNEY S.W.15.—Robbins of Putney, Ltd., 96 & 96, Upper Richmond Rd. Putney 7881/S.

READING (Berks). Loddon Bridge Motors, Ltd., Earley, Tel. Reading 61602. Morris retail dealers, READING.—Cyril Sheppard of Reading. Tel. Son-ning 2345 (5 lines). Marris agents.

R ICHMOND, The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 6441-3, Retail dealers. ROCHDALE.—Ratcliffe Bros., Mount Green Garage.
Ralifax Rd. Tel. Littleborough 8151. Morris
retail dealers.

ROMFORD (Essex).-Romford Motor Co., 181, South ROMSEY (Hants).—Wrynams, Ltd., 2004/5. Morris retail dealers. Tel. Romsey

SANDERSTEAD (Surrey).—Leathwood's Garages, Ltd., 367, Limpsfield Rd., Sanderstead 4778/9. Retail

SANDERSTEAD. Sanderstead Court Garage, Ltd., 145, Limpsfield Rd. Tel. Sanderstead 2251. Morris

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broad-field Rd. Tel. 52404/5. Morris retail dealers. SLOUGH (Bucks).—George Bates (Garage), Ltd., Hartwell's Motors, Bath Rd. Tel. Burnham 400/1.

SMETHWICK.—E. E. Brown & Co. (Smethwick). Ltd., St. Paul's Rd. Tel. Smethwick 1136/9. STOCKBRIDGE (Hants) .- E. C. Penning & Son. Grosvenor Garage. Tel. 11. Morris retail dealers STORRINGTON (Sussex).—Stocker's Gerage, The Square, Tel. Storrington 12. Morris agents and

SUDBURY (Suffolk).—Dixon's Motor & Eng. Co., Ltd., Station Rd. & Friars St. Sudbury 2321. Retail

SURBITON (Surrey) .- The Plough Motor Works, L44.,

CARS. CARAVANS COMMERCIAL VEHICLES 8 SPECIALISTS FOR - NEW

MORRIS—Continued
TEDDINGTON (Middx).—Guy Salmon Automobiles.
29-31, High St. Tel. Kingston 1193.

THAMES DITTON (Surrey).—Guy Salmon Automotion biles, Portsmouth Rd. Emberbrook 5551/2/3.

TRURO (Cornwall).—S. D. Guttridge, Ltd., Bridge Garage, Probus. Tel. Tresillian 218. Morris retail

TUNBRIDGE WELLS (Kent).—The St. John's Motor Co., Ltd., 62-64, St. John's Rd Tunbridge Wells

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd. Wentworth Service Garage. Wentworth 3154.

WADHURST (Sussex).—Pritchards Service Garage (Burgates, Wadhurst), Ltd. Wadhurst 396/7 Retail dealers.

WARRINGTON.—Hawtherns Motor & Engin Co. (Collins Green), Ltd., Penny Lane, of Green, Newton-le-Willows 2356. Retail dealers

WINDSOR (Berks).—Hardings of Windsor, Leonards Rd. Tel. Windsor 335. Morris agen WINSFORD (Ches).—Dickinson Bros., High St. Tel. 2241/2 day. 3230 night.

WOLVERTON (Bucks).-W. G. Sellick & Son, New-port Rd., New Bradwell. Wolverton 3117, Re-

YORK. -Micklegate Motor Co., Ltd., Micklegate Bar (within). York 25388. Morris retail dealers.

PEUGEOT

DUNSTABLE.—Lockhart's Service Depot. Ltd., 12-16, Chiltern Rd. Dunstable 114. Distributors Beds, Bucks, Herts.

GUILDFORD.—Pantiles Service Garage, Ltd., London Rd. Tel. Guildford 5326. Peugeot distribu-

L ONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Peugeot distri-

L ONDON (S.W.3).—U.S. Concessionaires, Ltd., Pon-tiac Works, 5, Jubilee Place, Chelsea, Fla. 7752

WANTAGE (Berks).-L. A. Novis, The Garage, Childrey. Tel. Childrey 259, Peugeot agents. WOKING (Surrey). - Mayford Motors, Ltd., Mayford, Tel. Woking 9. Peugeot agents.

WOLVERHAMPTON.—Penn Motor Services, Ltd., Penn Rd. Tel. 36632 & 38271. Peugeot dis-

WORTHING.-G. K. Ballamy (Automobile Engin-eers), Alfred Place. Tel. 5769. Peugeot distribu-

PRINCESS

LONDON, W.1.—University Motors, Ltd., 80, Picca-dilly. Tel. Grosvenor 4141. Princess London dis-

PORSCHE

I SLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd. Hounslow 0011, Sole Concessionaires for Great Britain.

L EEDS.-Moortown Motors, Ltd., Regent St. Tel. 31894/5. Porsche distributors.

L ONDON, W.11.-J. H. Bartlett, 27, Pembridge Villas. Tel. Bayswater 0525. RAMBLER

L ONDON, N.W.1 - Nash Concessionaires, Ltd., All St. Tel. Euston 5558/9. Rambler distributors. RELIANT

CHELMSFORD.—Sewell & King, Ltd., Springfield Rd. Tel. 2145 & 2230. Reliant distributors. MACCLESFIELD,-A. Watling, 49, Buxton Rd. Tel. 3592.

NewCastle (Staffs).—Eastwood's, Deansgate Gar-age. Tel. 65125. Main dealers,

NORWICH.—John L. Pointer, Ayisham Rd. 45054. Reliant distributors.

RENAULT

A NGMERING (Sussex).—D.B.S. Garages, Ltd., Water
Lane. Tel. Rustington 47. Renault distributors. A SHFORD.—Davies Motors, I4d., 554, London Rd. Tel. Ashford 3671/2.

BERKHAMSTED (Herts).—Kings Road Service Sta-tion (Berkhamsted), Ltd., Kings Rd. Tel. 1115. Renault agents.

BEXLEYHEATH (Kent).—Barnehurst Garage, Ltd. 1-5, Barnehurst Rd. Tel. 725. Renault distribu-

BOURNEMOUTH.—Canford Cliff Motors, Ltd., Haven Rd., Canford Cliffs, Canford Cliffs 773889, Dis-

BRIDGWATER (Somerset). W. E. Challice, L. Cannington. Tel. Combwich 228. Distributors BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 8841/2. Renault agents.

BUCKINGHAMSHIRE,—Eton Garages, Ltd., 124, High St., Eton. Tel. Windsor 2782/5.

CHANDLERSFORD (Hants).—Young & Beeton. Fryern Hill Garage, 103, Winchester Rd. Tel. 3065, Retail dealers.

CHESTERFIELD.-W. Machent & Son, Ltd., Locko-ford Lane Garage, Stonegravels. Tel. 4615. Retail

EDINBURGH, 4.—H. & D. Cleland, Ltd., Belford Bridge, Tel. Dean 2293, Renault distributors.

EPSOM.—Wilsons Automobiles & Coachworks, Ltd., Dorking Rd. Tel. 5901. Distributors.

GUILDFORD.—Connaught Engineering, Portsmouth Rd., Send. Tel. Ripley 3122, Renault retail

RENAULT-Continued

HERTFORDSHIRE.—Alpine Bushey Garages, Ltd. 83-85, High Rd., Bushey Heath. 3282/3. Renault

KESTON (Kent).—Leaves Green Garage, Nr. Biggin Hill Aerodrome, Leaves Green. Biggin Hill 234.

KINGSBRIDGE (Devon).—Duncombe Garage, combe St. Tel. Kingsbridge 2584. Sto

KING'S LYNN.—Charles Whisker, Ltd., Heath Garage, Dersingham. Tel. Dersingham 210. Renault area dealers.

L ONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair, Tel. Mayfair 6266/7/8.

LONDON, W.S.-C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton. Acorn 3224/5. Agents. L ONDON, W.8.—Metropolis Garages, Ltd., 45, Farls Court Rd., Kensington, Tel. Western 45-4, Renault distributors.

LONDON, N.W.6.—A.B. Motor, Co. (Kilburn), Ltd., 67, Kilburn High Rd., Kilburn Bridge, Maida Vale, 4787 & 7421.

L ONDON, N.W.6.—Autosales (London), Ltd., 59-65, Belsize Rd. Maida Vale 5555 & 2155. Renault

L ONDON, N.12.—McLaren & Cox. Ltd., 928, High Rd., Pinchley. Hillside 0560. Renault stockists. LONDON, S.E.25.—Locomotors, Ltd., 114, Portland Rd. Tel. Addiscombe 8921.

L ONDON, S.W.1.—Witcher & Son. 59, Cadogan Lane. Tel. Sloane 4126. Renault agents.

LONDON, S.W.20.—The Spur Garage and Service Station, Ltd., Bushey Rd., Raynes Park Liberty 4852. Retail dealers.

SITTINGBOURNE.—E. G. Pritchard, Ltd., Chalkwell Rd. Tel. 885/6. Renault distributors.

SOUTHAMPTON.-G. W. Cox & Co., Ltd., bridge Causeway. Tel. Totton 2189. Ren

ST. ALBANS.—Butler's Motors, Hatfield Rd., Cave dish Rd. Tel. St. Albans 54558. Stocking deale SURREY.—Beverley Motors, Coombe Rd., New Malden. Tel. Malden 3232/3. Agents.

WOLVERHAMPTON.—Penn Motor Services Ltd., Penn Rd. Tel. 36632/38271. Renault distributors.

RILEY

ALTRINCHAM.—Arden & Bull Ltd., Old Market Place. Tel. Ait. 2662-63. Riley retail dealers.

BATH (Somerset).—The Bath Garages, Ltd., St. West Tel 3255 (5 lines). Distributors

DORKING.—Dorking Motor Co., Ltd., Reigate Rd Tel. Dorking 2256/2257. Retail dealers. EDGWARE (Middx).—S. Bowen & Son, Ltd., side Garage, High St. Tel. 4464/5. Retail des

L ONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Hunter 0942. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551.

LONDON, W.1.—Ripco Ltd., 2, Providence Court, North Audley St. Hyde Park 2952/3/4. Mayfair & West End agents.

LONDON, W.1.—University Motors Ltd., 80, Pic dilly, Tel. Grosvenor 4141. Riley retail deale L ONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274. Riley retailers. LONDON, S.W.1.—Clarke & Simpson Ltd., 49, Sloane Square, Sloane 0436. Riley retail dealers. LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Balham 6666. Retail

L ONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Stn. Tudor 2301 2. Stocking agents.

L ONDON, S.E.23.—Hartley's Garage Ltd., 165-171. Stanstead Rd. Tel. Forest Hill 2244.

READING.—Cyril Sheppind of Reading. Tel. ning 2345 (5 lines) Riley agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. SOUTHAMPTON.—H. G. Dobbs Ltd., Riley House, 117, Lodge Rd. Southampton 25518. Riley distributors.

THAMES DITTON, SURREY.—Guy Salmo mobiles, Portsmouth Rd. Emberbrook

ROLLS-ROYCE

FARNHAM (Surrey).—E. D. Abuott, Ltd., Tel. 6282. Rolls-Royce appointed dealers.

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Rolls-Rovce retailers. LONDON, W.1.—Charles Follett Ltd., 18, Berkeley St., Mayfair. Tel. Mayfair 6266/7/8.

ST. ALBANS.—W. M. Couper, Ltd., Catherine St. Tel. 54343. Rolls-Royce special retailers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Rd. Tel. 2235 (5 lines). Distributors.

ROVER

ALTRINCHAM.—Arden & Bull Ltd., Old Market Place. Tel. Alt. 2662-63. Rover area dealers. A MERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Etd., Station Approach, Little Chalfont. Tel. Little Chalfont 2017. Main agents.

BANBURY (Oxon).—The County Garages, The Cross, Tel. Banbury 2458. Rover distributors.

BARKING (Essex).—Albion's Garage Ltd., 105/7, Longbridge Rd. Rippleway 1285, 0180, Rover

ROVER—Continued

BIDEFORD (Devon).—Elliott & Sons (Motors), Ltd.,
Kingsley Rd. Tel. Bideford 744. Rover distri-

BIRMINGHAM. 5.—Smithfield Garage Ltd., Digbeth Tel. Midland 4570/8/9. Retail dealers.

BROMLEY (Kent).— K. J. Motors Ltd., Widmore Rd., Tel. Ravensbourne 3456 (5 lines). Rover area

CAMBRIDGE.—Welch's Garage (Stapleford) Ltd., London Rd., Stapleford. Tel. Shelford 5017. Retail dealers.

CATERHAM (Surrey).—Layham's of Caterham. Croydon Rd. Tel. Caterham 2384. Rover area

OLCHESTER.—Spurling Motors Ltd., North Hill. Tel. 4261 & North Station Rd. Tel. 3924. Main

CROYDON (Surrey). - Bale & Co., Ltd., 57-59, South

CROYDON.—Leathwood's Garages Ltd., 203, St. James's Rd. Tel. Thornton Heath 8222, Main

DORKING.—Dorking Motor Co. Ltd., Reseate Fd. Tel. Dorking 2256/2257, Main dealers.

FARNHAM (Surrey).-E. D. Abbott, Ltd., Tel. 6282. GILLINGHAM (Kent).-Autoyachts Ltd., 171, Pier Rd. Tel. Gillingham 59578.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. Guildford 62907. Rover main dealers.

KENSINGTON, S.W.7.—Harold Radford & Co., Ltd., Melton Court, Kensington 6642 (5 lines). Retail

LEATHERHEAD.—Sandfords (Leatherhead) Ltd.. Woodbridge Corner, Tel. Leatherhead 5035. over main dealers.

LEICESTER.—Walter E. Sturgess & Sons Lid., Braunstone Gate. Tel. Leicester 22047/8/9.

LONDON, W.1.—Philip Rickards Ltd., 4, Brick St. Park Lane, Grosvenor 4772, 4357, Dealers,

LONDON, W.1.—University Motors Ltd., 80, Picca-dilly. Tel. Grosvenor 4141. Rover retail dealers

LONDON, W.1.-K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551. LONDON, W.8.—Metropolis Garages, Ltd., 45, Earls Court Rd., Kensington Western 4544, Rover

LONDON, W.C.2.—Salmon's Garages Ltd., 6-9, Upper St. Martin's Lane, Temple Bar 5538-9, Retail

LONDON, N.6.—Martin Motors (Highgate), Ltd., Highgate High St. Tel. Mountview 5266. Rover stockists.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Mou. 5228. Retail dealers. LONDON, E.7.-R. P. Powell Motors, Ltd., 321, Romford Rd., Forest Gate, Maryland 7781, Area

L ONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Sloane 0436, Rover retail dealers. L ONDON, S.W.4.—Park Hill Motors (Clapham), Ltd., 74, Park Hill, Clapham. Macaulay 7214. Retail

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd. Tel Wimbledon 0163/4/5.

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98, Upper Richmond Rd. Putney 7881/5.

READING (Berks).-T Barker & Sons. 35-7. Friar St. Tel. 3976 Rover distributors. RICHMOND.—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 6441-3, Retail dealers,

RICKMANSWORTH (Herts).—Bridge Motors, Church St. Tel. Rickmansworth 2362 Rover dealers.

ROMSEY (Hants).—Wrynams, Ltd. Tel. Romsey 2004/5. Rover retail dealers. Sanderstead (Surrey).—Leathwood's Garages, Ltd., 367, Limpsfield Rd. Sanderstead 4778/9. Main

ST. AUSTELL (Cornwall).—Hill & Phillips (1939). Ltd., St. Austell 3464/5/6. Rover dealers.

TADWORTH (Surrey).—Tadworth Garages, Ltd., Tel. Tadworth 3361, Rover stockists. TEDDINGTON (Middx).—Guy Salmon Automobiles. 29/31, High St. Tel. Kingston 1193.

THAMES DITTON (Surrey).—Guy Salmon Automobiles, Portsmouth Rd. Emberbrook 5551/2/3.

TWICKENHAM (Middx).—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popesgrove 2216. Rover area dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage. Wentworth 3154. Rover area dealers.

WATFORD (Herts).—Harris-Mayes & Co.. The Ace of Herts Garage, St. Albans Rd. Tel. 4026.

WESTCLIFF-ON-SEA (Essex).—Chalkwell Co., Ltd., 684-6, London Rd. Leigh-78247. Sub dealers.

WEYBRIDGE.—Woods Garage, Ltd., High St. Tel. 2268/9. Rover area dealers. WINCHESTER. Winchester Motor Co., Ltd., St. Cross Rd. Tel. 3231. Rover dealers.

WORTHING.—Boorers Garage, 53, Broadwater St. Tel. Worthing 5467/8. Rover retail dealers. LAND-ROVER
ALTRINCHAM.—Arden & Bull, Ltd., Old Market
Place. Tel. Alt. 2662-63. Land Rover area dealers.

SPECIALISTS 8 COMMERCIAL FOR - NEW CARS. CARAVANS

LAND-ROVER—Continued

A MERSHAM (Bucks).—Station Garages (Amersham
de Chalfont). Ltd., Station Approach, Little Chaltont. Little Chalfont 2017. Main agents.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd., Tel, Dorking 2256/2257, Main dealers. GILLINGHAM, Kent.—Autoyachts, Ltd., 171, Pier Rd. Tel. Gillingham 59578.

LEICESTER.-Walter E. Sturgess & Sons Ltd., Braunstone Gate. Tel. Leicester 22047/8/9.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Tel. Grosvenor 5551.

L ONDON, E.7.-R. P. Powell Motors, Ltd., 321, Ro ford Rd., Forest Gate. Maryland 7781 area dealer L ONDON, E.18.—Harvey Hudson & Co., Ltd., 45, High Rd., South Woodford, Wanstead 6844, Distri-

L ONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd. Tel. Wimbledon 0165/4/5.

READING (Berks).-T. Barker & Sons, 35-7, Friar St. Tel. 3976. Land Rover distributors. ROMSEY (Hants).—Wrynams Ltd. Tel. Romsey

ST. AUSTELL (Cornwall).—Hill & Phillips (1939). Ltd. St. Austell 3464/5/6. Land-Rover dealers. WATFORD (Herts).—Harris-Mayea & Co., The Ace of Herts Garage, St. Albans Rd. Tel. 4026. Main dealers.

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247.

SIMCA

CHESHIRE.—Graham Peacock 'Wicra'), Ltd., Clatterbridge, Wirral. Tel. Bromborough 5255. Distributor

GRINSTEAD (Sussex).—Sargent's of East rinstead (Engineers), Ltd., The Parade Works. 56/7. Simca distributors.

ESHER (Surrey).—Anthony Crook Motors, Ltd., High St. Tel. Esher 4580. Simca distributors. GILLINGHAM (Kent).-Autoyachts, Ltd., 171, Pier Rd. Tel. Gillingham 59578.

LANCASHIRE (South West).—Graham Peac (Wirral), Ltd., Clatterbridge, Wireal, Tel. Broborough 3255. Distributors,

L ONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square, May, 6821/2. Distributors.

L ONDON, N.S.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Tel. Mou. 5228, Distributors. MANCHESTER, 14.—Anderson's Garage, Ltd., Eger-ton Rd., Fallowfield. Tel. Rusholme 2866. Simes

PLYMOUTH.—Vosper's Motor House (Plymouth), Ltd. Princess Square. Tel. 64277/8/9. Simca distribu-

PORCHESTER (Hants).—Huxford & Son, Ltd., The Fairway Garage, West St. Cosham 76770. Area

WESTON-SUPER-MARE.—Shrubbery Garages, 55-57 & 64, Upper Church Rd. Tel. 1080. Distribu-

A NGMERING (Sussex).—D.B.S. Garages, Ltd., Water Lane. Tel. Rustington 47. Singer retail dealers. A SHFORD.—Davies Motors, Ltd., 554. London Rd.

BURY ST. EDMUNDS.—Frederick A. Jenkins & Sons, St. Andrews Garage. Tel. 868. Area d alers.

CHELMSFORD.—Sewell & King, Ltd., Springfield Rd. Tel. 2145/2230. Singer distributors. CHESTERFIELD.-W. Machent & Son, Ltd., Locko-ford Lane Garage, Stonegravels, Tel. 4615. Retail

COLCHESTER.—Anglian Autos., 10, Osborne St. Tel.

CROYDON.—Central Garage (Croydon)., Ltd., Fell Rd. Tel. 7464. Area dealers. EWHURST (Surrey),—Pitts Garage, Tel. Ewhurst 22. Singer retail dealers.

FOLKESTONE.—C. L. & H. L. Blundell, Ltd., Christ-church Rd. and Bouverle Rd. West. Folkestone 2726, 3669. Dealers.

GOSPORT (Hants).—Aldridge & Riddle (Gosport), Ltd., 15. Clarence Rd. Tel. 85066. Appointed

KINGSTON UPON THAMES.—Arthur Cook Motors, Ltd., 158, Cambridge Rd. Kingston 9816. Retail

KINGSTON-UPON-THAMES.—F. Johnson & Co., Brook Street Service Station. Kingston 2929 & 8080. Retail dealers.

LEICESTER.—Walter E. Sturgess & Sons, Ltd., Braunstone Gate. Tel. Leicester 22047/8/9. Dis-

LONDON, N.S.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Mou. 5228. Retail dealers. L ONDON, N.14.—Premier Garage (Southgate), Ltd., 99, Chase Side, Southgate. Tel. Palmers Green 3687/8/9.

LONDON, N.W.11.—Gordon Cars (London), Ltd., 25 North End Rd., Golders Green, Speedwell 4701. Area dealers.

NEWTON ABBOT.—Seymour Horwell Garage, Courte-nay St. Tel. 545 & 1885. Main dealers. PAIGNTON.—Preston Garage, 391, Torquay Rd., Preston, Tel. Paignton 82756. Singer distributors.

PLYMOUTH (Devon) Turnbulls, Ltd., Autocar House, Haverstock Rd. Tel. Plymouth 64314. Singer main dealers.

READING.—Royal Berks Motor Co., 35-43, Thorn St. Tel. 54539, Singer distributors.

SINGER-Continued

SIDCUP (Kent).—G. Sheppard & Son, Ltd., 15, Rectory Lane. Footscray 2132 2589, Singer dealers SLOUGH (Bucks).—Chandler's Garage, Uxbridge Rd. Tel. Slough 21562. Singer area dealers.

SURREY.—Beverley Motors, Coombe Rd., New Malden, Tel. Malden 5252/5. Agents. Woking 3464. Singer main agents.

SKODA

LONDON, N.W.1.—Automotive & Marine, Ltd., Crown Garage, Albany St. Euston 1032. Sole conces-

STANDARD

ALTON (Hants).-F. W. Kerridge, Ltd., 32-36a, High St. Tel. Alton 2224, Retail dealers.

A MERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Standard House. Tel. Amersham 870. Distributors.

BALDOCK (Herts).—Quenby Bros., Ltd., Standard House, Tel. 3255, Distributors.

BASINGSTOKE.-Tysoe & Lewin, Ltd., London Rd.

BEDFORD.—The Bedford Car Mart. Ltd., 92-94, Ampthill Rd. Tel. Bedford 5223. Main agents. BLACKHEATH, S.E.3.—Blackheath Garages, Ltd., 37a, Shooters Hill Rd. Greenwich 1303/4. Retail

BORDON (Hants).—Whitehill Garage and Service Station, Whitehill. Tel. Bordon 173. Standard

BROMLEY (Kent).-K. J. Motors, Ltd., Widmore Rd Tel. Ravensbourne 3456 (5 lines). Standard area

BUCKHURST Hill (Essex).—Montroe Motors (N. H. Boswell), Ltd., Epping New Rd., main A.11 Rd. Buckhurst 1171/2, 1754, 1215.

CHRISTCHURCH (Hants).—Twynham Service Station, 271, Barrack Rd. Tel. 1218. Standard retail dealers.

COLCHESTER.—Eastern Automobiles (Colchester), Ltd., Colchester-By-Pass, Elmstead Rd. Tel. 6281 & 3321. Area dealers.

COVENTRY.-S. H. Newsome & Co., Ltd., Corpora-tion St. Tel. 5061.

CROYDON.—Carrs Auto Sales, Ltd., Standard Ho South End. Tel. Croydon 6088, Standard distr

CROYDON.—Central Garage (Croydon), Ltd., Fell Rd., Tel. 7464. Retail dealers.

DARTFORD (Kent).-H. E. Drake, Ltd., 709, Princes Rd. Tel. Dartford 4269. Standard sub-dealers. DONCASTER.—Edwards Motors (Doncaster), Ltd., Station Garage, Tel. 2451/2/3, Standard distribu-

DORKING.-P. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Standard retail dealers.

E DGWARE (Middx).—Deansbrook Garage, 130, Hale Lane, Tel. Mill Hill 2244. Standard area dealers. EDGWARE (Middx).—S. Bowen & Son, Ltd., Hill-side Garage, High St. Tel. 4464/5. Retail dealers EPSOM.—Wilsons Automobiles and Coachworks, Ltd., Dorking Rd. Tel. 3901. Retail dealers.

EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass, Tel. Ewell 2382/3/4, Standard retail dealers. EWHURST (Surrey).—Pitts Garage, Tel. Ewhurst 22. Standard retail dealers.

FARNHAM (Surrey).—Mike Hawthorn, Tourist Trophy Garage, East St. Tel. Farnham 5363.

GUILDFORD.—Pantiles Service Garage, Ltd., London Rd. Tel. Guildford 5526. Standard agents, sales, service.

HARROW (Middx).—Central Motors (Harrow),

HARROW (Middx).—G. & C. Motor Garages, Ltd., Canning Rd. Tel. Harrow 5432/3. Retail dealers. HAYES (Middx).—Keenor Motoring, Ltd., 235, Yeading Lane, Tel. Hayes 3966/7. Standard

Hull, Northwood Motors (Hull), Ltd., George St. Tel. Hull 33822. Standard retail dealers. ILPORD (Essex).—Loxford Garage, Ilford Lant. Tel. 3155. Standard agents.

KEW GARDENS (Surrey).—Westons Garage (Kew), Ltd., North Rd. Tel. Prospect 4479. Retail dealers.

L ONDON, W.1.—R. Hardy & Son, 55, Marylebone High St. Hunter 0942. Retail dealers.

L ONDON, W.1.—Poland Street Garage, 49-55, Poland St. Gerrard 2010. Standard retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick !
Park Lane. Grosvenor 4772 & 4357. Retail deale LONDON, W.1.—University Motors, Ltd., 80, Piccadilly, Tel. Grosvenor 4141. Standard retail dealers. L ONDON, W.2.—R. S. Currie & Co., Ltd., 105, West-bourne Grove, Bayswater 0085, Retail dealers,

LONDON, W.3.—Acton Town Garage, Ltd., Gunners-bury Lane, Acton. Tel. Acorn 4223. L ONDON, W.6.—Normand, Ltd., 405-9, King St. Tel. Riverside 3665/6. Standard retail dealers.

LONDON, W.S.—Metropolis Garages, Ltd., 45, Earls Court Rd., Kensington. Western 4544. Standard

LONDON, W.11.—John S. Truscott, Ltd., 173, West bourne Grove. Barswater 4274. Standard re

LONDON, W.13.—Green Man Garage (Raling), Ltd., 64, The Broadway, West Ealing, Ealing 5044.

STANDARO - Continued

I ONDON, W.C.2.—Salmons Garages, Ltd., 6-9, Upper
St. Martin's Lane. Temple Bar 3538-9. Retail

LONDON, N.W.3.—E. L. Mendel, Ltd., 297, Pinchley Rd. Tel. Speedwell 9891-2. Standard retail dealers. LONDON, N.W.6.-L. A. Hills (Hendon), Ltd., The Quadrant, Finchley Lane, Hendon, Sunnyhill 1145/6, Retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill. 4232. Appointed

L ONDON, N.2.—Motourists (London), Ltd., Great North Rd., East Finchley Stn. Tudor 2301/2.

LONDON, N.6.—Martin Motors (Highgate), Ltd... Highgate High St. Tel. Mountview 3266. Standard

L ONDON, N.S.—Jack Williams (Motors), Ltd., Priory Rd., Hornsey. Mou. 5228. Stocking age L ONDON, N.S.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401. Retail dealers.

L ONDON, E.S.-Leigh & Botfield, Ltd., 24, London Lane, Hackney, Tel. Amherst 6116.

L ONDON, S.E.12.—St. Mildreds Car Sales, Ltd., 112, 114, St. Mildreds Rd., Lee. Hither Green 2771 & 8048. Main agents.

L ONDON, S.E.20.—Harold O. Cole & Co., Ltd., Ancaster Garage, Croydon Rd., Penge. Syd. 4415/6. L ONDON. S.E.23.—Seager & Co., 175, Perry Vale. Forest Hill 1838. Retail dealers.

L ONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2067-8-9, Standard retail dealers.

LONDON, S.E.26.—Hillier Motors, Ltd., 144-156, Dartmouth Rd. Forest Hill 9351-2 & 2432. Retail

L ONDON, S.W.2.—Wilson's Automobiles & Coachworks, Ltd., 36-38, Acre Lane. Brixton 4011. Retail

L ONDON, S.W.7.—Le Grice Elers, Ltd., 107/109, Old Brompton R., S. Kensington, Ken. 2477.

L ONDON, S.W.11.—Naylor & Root, Ltd., 250, Laven-der Hill, Clapham Junction. Bat. 2252. Retail

L ONDON, S.W.15.—X.L. Service Station, Kingston, Vale. Tel. Kingston 8335. Standard retail dealers. L ONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham, Pol'ards 2100. Retail dealers.

LONDON, S.W.18.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common. Vandyke 1166, Retail

LONDON, S.W.19.—Merton Park Garage, 255-265, Kingston Rd. Tel. Liberty 7611, Standard retail

LONDON.—Broadfield Garage & Engineering Co., Ltd., Standard House, Cockfosters, Herts. Barnet 7301. Nth. London area dealers.

LONDON (Wandsworth), Magdalen Motors, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Bat. 5575 & 7879. Retail dealers.

LOUGHTON (Essex).—Brown's Garage (Loughton), Ltd., 199, High Rd. Loughton 6262. Stocking

MAIDENHEAD (Berks).-W. R. Hammant, Ltd., The Garage, Woodland Park. Tel. Littlewick Green 570/1. Retail dealers.

MALDON (Essex).—A. W. Ruggles & Son. Ltd., Causeway Garage. Tel. 171 & 338, Retail dealers. MALVERN.-Rothwell & Milbourne, Ltd., Central Garage, Tel. Malvern 300/1. Standard area

OXFORD. Eyles & Eyles, Ltd., "Standard House," London Rd., Headington, Oxford 62699, Dis-

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888. Standard main stockists. PONDERS END.—(Enfield) Walters (Motors). Ltd. 356-360. High St. Howard 1646, 1931. Retail

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96 & 98. Upper Richmond Rd. Putney 7881/5.

R 1CHMOND.—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 6441/3. Retail

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 61200. Standard retail dealers. ROMSEY (Hants).—B. A. Rolfe & Sons. Ltd., Tel. 5185/7. Standard main dealers.

SIDCUP (Kent).—Hatherley Garage (8idcup), Ltd., Hatherley Rd. Tel. Foots Cray 1126/9, Area

SITTINGBOURNE. B. O. Pritchard, Ltd., Chalkwell Rd. Tel. 885/6. Standard stockists.

SOUTH KENSINGTON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Tel. Premantle 7722. Dis-SOUTHALL (Middx) .- Rusticum Service Station, Ltd., Norwood Green. Tel. Southall 2730. Agents.

SOUTH NORWOOD, S.E.25.—Leathwood's Garages, Ltd., 3. Selhurat Rd. Tel. Thornton Heath 6261.

ST. IVES (Huntingdonshire).—Parker & Son. Tel. ST. NEOTS (Hunts) -- Parhley's Garage, 46-46, Cambridge St. Tel., St. Neote 133. Dealers.

SURBITON.—Lankester Engineering Co., Ltd., 80-68. Victoria Rd. Elmbridge 1184/5. Distributors.

TEDDINGTON (Middx).-Guy Salmon Automobiles 29-51, High St. Tel. Kingston 1198.

VEHICLES CARS. CARAVANS COMMERCIAL 8 SPECIALISTS FOR - NEW

STANDARD-Continued
Evans & Cutler, Ltd., "The Standard TOTNES .- Evans & Cutler, Li

TRING (Herts).—The Market Garage. 9rook St.

TUNBRIDGE WELLS-Stevensons Motors, Ltd., London Rd. Tel. 3440. Standard distributors

TUNBRIDGE WELLS.—Wards Service Garage, Ltd. 319-323, St. John's Rd. Southbridge 1000. Retail

UPPER NORWOOD.—Selhurst Park Garages, 46-48, Church Rd., S.E.19. Tel. Livingstone 2606.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage, Wentworth 3154.

Walton-on-THAMES.—Walton Car Sales, Ltd., Grove Filling Station, 98, Terrace Rd. Tel. 759 & 6094, Retail dealers

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247. Retail dealers.

WOLVERTON (Bucks) .- W. G. Sellick & Son. New-port Rd., New Bradwell. Wolverton 3117. Retail

WOOTTON BASSETT (Wilts).—A. & T. Strange, Central Garage. Tel. 216. Retail dealers.

WORTHING.—Boorers Garage, 53. Broadwater Tel. Worthing \$457-8. Standard area dealers

SUNBEAM

A BERGELE.—Slater's Garages (Abergele), Ltd., Tel. Abergele 2346 (3 lines).

A NDOVER (Hants).—J. S. Monro, Newbury Rd. Tel. Andover 3006. Sunbeam retail dealers.

A SHFORD (Kent).—Crouch's Garage, Ltd., Station Rd. Tel. 866, Sunbeam area dealers.

BARKING (Essex).—Albon's Garage Ltd., 105-7, Longbridge Rd. Rippleway 1285, 0180. Sunbeam

BARNET (Herts).—Hadley Green Garages. Ltd., 202, High St. Barnet 0332. Area dealers.

BECKENHAM (Kent).—Saunders, Abbott & Co., 1, Wickham Rd Tel. 1930. Sunbeam retail dealers. BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth, Tel. Midland 4570, 4577/8/9. Retail dealers.

BOURNEMOUTH.—George Hartwell, Ltd., 35-41 Holdenhurst Rd. Tel. Bournemouth 4161. Sun-beam main dealers.

BUCKHURST HILL (Essex),—Montroe Motors (N. H Boswell), Ltd., Epping New Rd, main A.11 Rd Buckhurst 1171/2, 1754, 1215.

BYFLEET (Surrey).—Noel Roscoe, Ltd., High Tel. 270 & 4199, Sunbeam exclusive Rootes dea CHRISTCHURCH (Hants),—Gibsons Sperts Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. Highcliffe

CROYDON.—Manton Motors, Ltd., 23-39, Shirley Rd. Tel. Addiscombe 6051/6.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd.

CROYDON (Surrey).—W. Shirley & Sons, 17. Montague Rd. Tel. Croydon 8341.

EAST GRINSTEAD (Sussex).—West Street Motors (E. Grinstead), Ltd., London Rd. Tel. 384 (10 lines). Retail dealers. ENFIELD (Middx).—Lyne, Frank & Wagstaff, Ltd.

FARNBOROUGH (Hants).—Crescent Service Station Mytchett Rd., Mytchett, Tel, Farnborough 2164 Sunbeam retail dealers,

GILLINGHAM (Kent).—Ball & Gillingham, Ltd., London Rd. Tel. Gillingham 5543. Sunbeam main

GOSPORT (Hants).—Aldridge & Riddle (Gosport).
Ltd., 15. Clarence Rd. Tel. 88066. Appointed

HARROW.—Northern Motors of Harrow, 184-194, Pinner Rd. Tel. Harrow 4444, Retail dealers.

HARROW.—Ruffells Motors (Harrow), Ltd., 185, High St., Wealdstone, Harrow 6421/3, Sunbeam area

LEE-ON-THE-SOLENT (Hants).—Skippers Garage Marine Parade East, Tel. 79153. Retail dealers LONDON, W.6.—Normand, I.td., 405-9, King St. Tel. Riverside 3665.6. Sunbeam retail dealers.

I ONDON, W.11.-G. E. Widden & Co., Ltd., St., Marks Rd., North Kensington, Park 4949. Retail

L ONDON, W.12.-D. Creed, 176, Goldhawk Rd. Tel Shepherds Bush 2812. Sunbeam retail dealers.

LONDON, S.W.2.—Escott & Co. (Brixton), Ltd., 53, Acre Lane, Brixton. Brixton 5047/8, retail dealers. LONDON, S.W.19.—Burt's Motors, 1. High St., Colliers Wood, Tel. Liberty 8232. Sunbeam retail

L ONDON, N.W.6.-M.E.T. Garages, Ltd., 409, Kilburr High Rd. Maids Vale 4801/2/3. Retail dealers LONDON, N.W.11.—Gordon Cars (London), Ltd., 26 North End Rd., Golders Green. Speedwell 4701 Local district dealers.

LONDON, N.2.-W, S. Down, Ltd., Great North Rd., East Finchley. Tudor 9783/4. Retail dealers. L ONDON, N.12.—Lindsay Brothers, Ltd., 923-925, High Rd., North Finchley, Hillside 1022. Area

L ONDON, N.17.—Robert Chidley, Ltd., 658, High Rd. Tottenham. Tel. Tot. 8811. Area dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd.
Hall Lane, Chingford, Silverthorne 1820/1, Sunbeam area desires

SUNBEAM-Continued Leigh & Botfield, Ltd., 24, London y. Tel, Amherst 6116. Lone Hackney

LONDON, S.E.1.—Hotchkiss Garages, 450, Old Kent Rd. Bermondsey 1377/8. Retail dealers. LONDON, S.E.13.—Carris Motors, Ltd., Lewisham area

MAIDENHEAD (Berks).—R. S. Mead (Sales). Ltd., 42 Queen St. Tel. 3451/2. Sunbeam area dealers. MANSFIELD (Notts).-R. S. Beard & Co., Ltd., Not-tingham Rd. Tel. 1923/4/5 (4 lines). Main

NORTHAMPTON.—Arthur Mulliper, Ltd., Bridge St. Tel. Northampton 907. Sunbeam main dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Sq. Tel, Orpington 24232 Sunbeam area dealers PINNER (Middx).—Northwood Hills Motor Co., Joel St., Northwood Hills, Northwood 5271.2. Retail

POOLE (Dorset).—Parkway Garages, Ltd., Sandbanks Rd., Parkstone, Canford Cliffs 78078, 78278. Retail dealers.

ROMFORD.—Komford Commercial Cars, 20-28, London Rd Tel, 5844. Sunbeam area dealers.

ROMFORD (Essex).—The Links Garage, Collier Row, Tel. Romford 3882. Sunbeam dealers. SOUTHALL (Middx). -Grove Motors, North Rd. Tel. Southall 2780/3477.

SUTTON COLDFIELD.—Wylde Green Eng. Co., Ltd., Wylde Green Garage, 166, Birmingham Rd. Tel. 1681/2. Retail dealers.

SUTTON (Surrey).—Phonix Motor Co. (Surrey), Ltd., Phonix House, High St. Vigilant 0161 (8 lines).

WINCHESTER.-Will Short, Ltd., 2-4, St. Cross Rd. Tel. 2398. Sunbeam main dealers.

TRIUMPH

A MERSHAM (Bucks).—Station Garages (Amersham & Chalfont). Ltd., Standard House, Tel. Amersham 870. Distributors.

BALDOCK (Herts).—Quenby Bros., Ltd., Standard House, Tel. 3255, Distributors,

BASINGSTOKE. Tysoe & Lewin, Ltd., London Rd.

COVENTRY.—S. H. Newsome & Co., Ltd., Corporation St. Tel. 5061. CROYDON.—Carrs Auto Sales Ltd., Standard House, South End. Tel. Croydon 6088. Triumph dis-

DARTFORD (Kent).-H. E. Drake, Ltd., 709, Pringle, Tel. Dartford 4269. Triumph sub-dealers,

DONCASTER.—Edwards Motors (Doncaster), Ltd., Station Garage, Tel. 2431/2/3, Triumph dis-

DORKING.-F. W. Mays & Co., Ltd., 105, South St. Tel. 2244. Triumph retail dealers. EDGWARE (Middx).—Deansbrook Garage, 130, Hale Lane, Tel. Mill Hill 2244, Triumph area dealers.

EDGWARE (Middx).-S. Bowen & Son, Ltd., side Garage, High St. Tel. 4464/5. Retail der EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By Pass, Tel. Ewell 2382/3/4. Triumph retail dealers EWHURST (Surrey).—Pitts Garage. Tel. Ewhurst 22. Triumph retail dealers.

HARROW (Middx) -G. & C. Motor Garages, Ltd. Canning Rd. Tel. Harrow 5432/3 Retail dealers HAYES (Middx):—Keenor Motoring, Ltd., 235, Yeading Lane. Tel. Hayes 3966/7. Triumph stockists. HIGHCLIFFE-ON-SEA.—Highcliffe Garage, Lyming-ton Rd, Tel. Highcliffe-on-Sea 2227. Triumph stock-

LONDON, W.1.-R. Hardy & Son, 55, Marylebone High St. Hunter 0942. Retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland St. Gerrard 9010. Triumph retail dealers,

LONDON, W.I.—University Motors Ltd., 80, Picca-dilly. Tel. Grosvenor 4141 Triumph retail

LONDON, W.3.—Acton Town Garage, Ltd., Gunner bury Lane, Acton. Tel. Acorn 4223.

L ONDON, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Tel. Bayswater 4274. Triumph retailers.

LONDON, W.13.—Green Man Garage (Ealing), Ltd. 64, The Broadway, West Ealing. Ealing 5044

LONDON W.C.2.—Salmons Garages, Ltd., 6-9, Upper St. Martin's Lane. Temple Bar 3338-9. Retail LONDON, N.2.—Motourists (London), Ltd., Grea North Rd., East Finchley Stn., Tudor 2301/2

LONDON, N.S.—Jack Williams (Motors), Ltd., Priory Rd., Hornsey, Mou. 5228, Stocking age

LONDON, N.W.3.—E. L. Mendel, Ltd., 297, Finchley Rd. Tel. Speedwell 9691/2, Triumph retail dealers. LONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill 4232. Appointed

LONDON, S.E.12.—St. Mildreds Car Sales, Ltd., 112-114, St. Mildreds Rd., Lee. Hither Green 2771 & 8048. Main agents.

L ONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2087/8/9. Triumph retail dealers. L ONDON S.E.26.-Hillier Motors, Ltd., 144-156, Dart-mouth Rd. Forest Hill 9351/2, 2432, Retail dealers, TRIUMPH—Continued

LONDON, S.W.2.—Wilson's Automobiles & Coachworks, Ltd., 56-58, Acre Lan: Brixton 4011.

L ONDON, S.W.7.-Le Grice Elers, Ltd., 107-109, Old

LONDON.—Broadfield Garage & Engineering Co., Ltd. Standard House, Cockfosters, Herts. Barnet 7301. North London area dealers.

MALDON (Essex).—A. W. Ruggles & Son, Ltd., Causeway Garage. Tel. 171 & 358. Retail

OXFORD. - Eyles & Eyles, Ltd., "Standard House." London Rd., Headington, Oxford 62699, Distributors PINNER (Middx).-Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888, Triumph main stockists.

PONDERS END (Enfield).—Walters (Motors, Ltd., 356-360, High St., Howard 1646 & 1951. Retail

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98 Upper Richmond Rd. Putney 7881/5.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. Romford 61200. Triumph retail dealers. ROMSEY (Hants).—B. A. Roife & Sons, Ltd. Tel. 5185/7. Triumph main dealers

SIDCUP (Kent).—Hatherley Garage (Sideup), Ltd., Hatherley Rd. Tel. Foots Cray 1126/9. Area dealers, SOUTH NORWOOD S.E.25.—Leathwood's Garages, Ltd., 3, Selhurst Rd. Tel. Thornton Heath 8261.

ST. IVES (Huntingdonshire).—Parker & Son. Tei. St. Ives 3322. Triumph retail dealers.

ST. NEOTS (Hunts).—Pashley's Garage, 46-48, Cambridge St. Tel. St. Neots 133. Dealers. SURBITON.—Lankester Engineering Co. Ltd., 80-85, Victoria Rd. Elmbridge 1184/5. Distributors.

TOTNES.—Evans & Cutier, Ltd., "The Standard People," Tel. 2466 (5 lines).

TRING (Herts) .- The Market Garage, Brook St. Tel. Tring 2049.

TUNBRIDGE WELLS.—Stevensons Motors, Ltd., 12, London Rd. Tel. 3440. Triumph distributors. TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. Johns Rd. Southbridge 1000. Retail

UPPER NORWOOD.—Selhurst Park Garages, 46-48, Church Rd., S.E.19. Tel. Livingstone 2606.

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247. Retail dealers.

WOOTTON BASSETT (Wilts).—A. & T. Strange, Central Garage. Tel. 216. Retail dealers.

WORTHING.—Boorers Garage, 53. Broadwater St. 1el. Worthing 5467/8. Triumph area dealers.

TURNER CHESHIRE.—Graham Peacock (Wirral), Ltd. Clatterbridge, Wirral, Tel. Bromborough 3255. Distributors.

LANCASHIRE (South West).—Graham Peacock (Wirral), Ltd., Clatterbridge, Wirral. Tel. Brom borough 3255. Distributors.

RUSTINGTON.—Swandean Car Sales, Ltd., Windmill Garage, Worthing Rd. Tel. Rustington 2347. Turner distributors.

BOREHAM WOOD (Herts).—S. E. Opperman, Ltd.

L ONDON, W.1.—M.P.H.W. Sales, Ltd., 23, Piccadilly. Tel. Gerrard 6055. Unicar distributors. WOKING.—M.P.H.W. Sales, Ltd., 67, Goldsworth Rd. Tel. Woking 5231, Unicar distributors.

VAUXHALL
ABERGELE.—Slater's Garages (Abergele), Ltd. Tel.
Abergele 2346 (3 lines).

ALDERSHOT (Hants).—E. J. Baker & Co. (Dorking), Ltd., 42-44, Birchett Rd. Aldershot 777. Main

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/63. Vauxhall retail dealers. A MERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Station Approach, Little Chal-font. Little Chalfont 2017, Area dealers.

BOGNOR REGIS (Sussex).—Bognor Motors, Ltd., High St. Tel. Bognor 414, Vauxhall retail dealers. BOURNEMOUTH.—Lee Motor Works (Bournemouth), Ltd., 6-7, The Square. Tel. Bournemouth 5926, Main dealers.

BRANKSOME, Poole (Dorset).—Grand Parade Motors Ltd., Poole Rd. Tel. Westbourne 65170.

BRIDGWATER.—Real, Medland & Wills, Ltd., Mon-mouth St. Tel. 2639. Vauxhall main dealers. BRIGHTON.—Scotts Garage, Ltd., 1a. Lewes Rd. Tel. 23645. Retail dealers.

BROMLEY,—Davis & Hill, Ltd., 101, Bromley Common. Tel. Ravensbourne 2634, Retail dealers.

BROMLEY (Kent),-K.J. Motors, Ltd., Widmore Rd. Tel. Ravensbourne 3456 (5 lines). Vauxhall dis-CALNE (Wilts).—Cyrif H. Thomas, Ltd., Shelburne Garage. Tel. Calne 2411/2/3.

CAMBRIDGE.—Welch's Garage (Stapleford). Ltd.. London Rd., Stapleford. Tel. Shelford 3017. Retail

CATERHAM (Surrey).—Layham's of Caterham, Croydon Rd. Tel. Caterham 2584. Vauxhall retail

CHERTSEY (Surrey). - E. J. Baker & Co. (Dorking), Ltd., 55-61, London St. Chertsey 2391, Main CHIPPENHAM (Wilts).—Cyril H. Thomas, Ltd. Station Hill Garage. Tel. Chippenham 2373.

SPECIALISTS FOR - NEW CARS CARAVANS 8 COMMERCIAL

VAUXHALL-Continued COALVILLE.—Forest Road Garage Co., Ltd., London Rd. Tel. Coalville 881 2. Vauxhall main dealers. COBHAM (Surrey).—Rowland Weller (Garages), Ltd., The Tilt. Tel. 16 & 131. Retail dealers.

COLCHESTER.—Spurling Motors, Ltd., North Hill. Tel. 4261 & North Station Rd. Tel. 5924. Main dealers.

CRAWLEY (Sussex).—County Oak Service Station.

DORCHESTER.-Lee Motors (Bournemouth), Ltd.,

DORKING.—E. J. Baker & Co. (Dorking), Ltd., High St. Dorking 3822 (5 lines). Main dealers. EAST GRINSTEAD (Sussex).—E. J. Baker & Co. (Dorking), Ltd., 175, London Rd. East Grinstead 90. Main dealers.

EDINBURGH, 4.—H. & D. Cleland, Ltd., Beltord Bridge, Tel. Dean 2293, Vauxhall dealers.

FARINGDON (Berks).—Eagle Motors (Faringdon).
Ltd., Station Rd. Tel. Faringdon 2261. Area

FINCHLEY, N.3.—Pope's of Finchley, 39-45 Ballards Lane, Tel. Fin. 0115/7. Main dealers.

GUILDFORD.—E. J. Baker & Co. (Dorking), Ltd., 180, High St. Guildford 3341. Main dealers. IPSWICH.—Bristo's Garage, 303-5, Woodbridge Rd. Tel. 78115. Vauxhall retail dealers.

LEATHERHEAD,—Sandfords (Leatherhead), Ltd., Woodbridge Corner, Tel. Leatherhead 3033, Vaux-

L ONDON, W.1.—Lendrum & Hartman, Ltd., Buick Cadillac House, Albemarie St., Piccadilly. Hyde Park 7121. Retail dealers.

LONDON. W.1.—University Motors, Ltd., 80, Picca-dilly. Tel. Orosvenor 4141. Vauxhall retail dealers. LONDON, W.2.—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., Paddington. Tel. Paddington 0022 (12 lines).

LONDON, W.4.—Spurling Motors, Ltd., Bedford House, Chiswick High Rd. Chiswick 6741. Area

LONDON, W.6.—Lawson Pigott Motors Ltd., 320-322, King St. Riverside 4111. Area dealers. LONDON, N.2.—Motourists (London). Ltd., Great North Rd., East Finchley Stn. Tudor 2501/2.

L ONDON, N.W.7.—Hillwood Motors, Ltd., 559, 565-571, Watford Way, Mill Hill 4232. Appointed

ONDON, N.W.9.—Spurling Motor Bodies Ltd., Edg-ware Rd., The Hyde. Colindale 7171 (15 lines) istributors.

LONDON, E.1.—Spurling Motor Bodies, Ltd., 176-9 Shoreditch High St. Shoreditch 8435. Main

LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Ter-minal House, 80, Clapham Rd. Reliance 4211 (10 lines). Main dealers.

L ONDON, S.W.11.—Naylor & Root, Ltd., 250, Lavender Hill, Clapham Junction. Bat. 2252. Retail

LONDON, S.W.15.—Dixon's Garages (Putney), Ltd., 134, West Hill. Putney 0396 & 8575, Retail

MANCHESTER, 8.—Syd Abrams, Ltd., Waterloo Rd. Tel. Broughton 4521 (7 lines). Vauxhall deale

MITCHAM (Surrey).—Fairgreen Motors, Ltd., 34-6, Upper Green East. Mitcham 3833. Vauxhall area dealers.

NEW BARNET (Herts) - Lawson Pigott Motors, Ltd. 184-6, East Barnet Rd. Barnet 1061. Main

NEWBURY (Berks).—Wheelers (Newbury), Ltd., The Broadway, Tel. 1020, Vauxhall main dealers. PLYMOUTH.—Allens of Plymouth, 105, Tavistock Rd. Tel. 61251. Vauxhall distributors.

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96 & 98. Upper Richmond Rd. Putney 7881/5.

RICKMANSWORTH (Herts).—Bridge Motors, Church St. Tel. Rickmansworth 2362. Vauxhall dealers. STAINES (Middx).—R. J. Baker & Co. (Dorking), Ltd., 273. London Rd. Staines 4211. Main dealers.

ST. AUSTELL (Cornwall).—Hill & Phillips (1939), Ltd. St. Austell 3464/5/6. Vauxhall main dealers. SUTTON (Surrey).—Benhill Motors, Ltd., Bedford House, High St. Vigilant 0167/8, Main dealers.

TEDDINGTON (Middx).—Guy Salmon Automobiles, 29/31, High St. Tel. Kingston 1193. THETFORD (Norfolk).—The Thetford Motor Co., Ltd., Guildhall St. Tel. 2270, 5193. Retail dealers.

UNBRIDGE WELLS (Kent).—E. J. Baker & Co. (Dorking), Ltd., 28-30, St. John's Rd. Tunbridge ells 20212. Main dealers.

VAUXHALL-Continued WICKENHAM (Middx).—Grand Garages (Richmond), Ltd., Richmond Rd. Tel. Popesgrove 2216. uxhall main dealers

WEYBRIDGE.—Woods Garage, Ltd., High St. Tel. 2268/9. Vauxhall area dealers.

WINCHESTER.—Winchester Motor Co., Ltd., Cross Rd. Tel. 3231. Vauxhall area deale

VOLKSWAGEN A SHFORD (Middx) .- Davies Motors, Ltd., 55 don Rd. Tel. Ashford 5671/2. Volkswagen

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel Midland 4570, 4577/8/9. Distributors. BROMLEY (Kent).—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 8841/2. Volkswagen agents.

CAMBRIDGE -- Birch's Garage, Ltd., 49-51, Victoria Rd. Tel. 4589, Volkswagen area dealers. CHEAM.—Langley Garage (Cheam), Ltd., 681, London Rd., North Cheam. Derwent 1544, 0124/5.

CROYDON.—Donald Vince & Co., Ltd., 158-162, London Rd. Tel. Croydon 1147/8. Volkswagen retail dealers.

EXETER.-Long Bros. Motors (Exeter), Ltd., 84, Sidwell St. Tel. 75055 (2 lines). Main dealers. FOLKESTONE.-C. L. & H. L. Blundell, Ltd., Christ-church Rd. & Bouverie Rd. West. Folkestone 2726, 3669. Main agents.

HAMPSTEAD, N.W.3,-Walter Scott Motor Co., Ltd. 39, College Crescent. Tel. Pri. 4466. ILFORD (Essex).—Loxford Garage, Ilford Lane. Tel. 7155. Volkswagen main agents.

L EEDS.—Moortown Motors, Ltd., Regent St. Tel. 51894/5. Volkswagen distributors.

L ONDON, W.1.—Stratstone, Ltd., 40, Berkeley St. Tel. Mayfair 4404, Volkswagen distributors. LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany Street. Tel. Euston 5558/9, Volkswagen retail

L ONDON, E.11.—Motor Exchange, 586-8, High Rd

L ONDON, S.W.12.—Kiddey's Garage, Harberso Bedford Hill. Tel. Balham 2531. Volk

LONDON, S.W.19.—Elm Autosales, 66, 68, Hartfield Rd., Wimbledon. Tel. Cherrywood 1615. Area

MAIDSTONE (Kent).-Maidstone Car Sales, 66, Ashford Rd. Maidstone 2744, Volkswagen dealers. NEWTON ABBOT.—Seymour Horwell Garage, Courtenay St. Tel. 545 & 1885. Main dealers.

PEMBURY (Kent).—Woodsgate Motors, Ltd., Hastings Rd. Tel. Pembury 130. Volkswagen dealers. PLYMOUTH.-Vosper's Motor House (Plymouth), Ltd., Princess Square. Tel. 64277/8/9. Volks-

READING.-Royal Berks Motor Co., 35-43, Thorn St. Tel. 54639. Volkswagen distributors.

RUISLIP (Middx).—Lido Garages, Bury St. Tel. 5517. Volkswagen main dealers. SIDCUP (Kent).-G. Sheppard & Son, Ltd., 15, Rectory Lane. Footscray 2132 & 2589. Volkswagen

SLOUGH,—Broughton Motors, Colnbrook By-Pass, Brands Hill, Tel. Colnbrook 2708, Volkswagen main

SOUTH KENSINGTON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Tel. Fremantle 7722. Dis-

TRING (Herts).—The Market Garage, Brook St. Tel. Tring 2049.

WORTHING (Sussex).—West Sussex Motors, 58-62, Portland Rd. Tel. Worthing 272. WOLSELEY

A SHFORD (Middx).—Herd's Garage & Engg. Co., Ltd., 404, Staines Rd. West. Tel. 2084/5903. Retail dealers.

BARNET.—Ramsay Motors, Ltd., 242-248, High St. Tel. Barnet 3240. Wolseley retail dealers.

BATH (Somerset).—The Bath Garages, Ltd., James St. West, Tel. 3255 (5 lines). Distributors. CHELSEA, S.W.3.—Tankard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Flaxman 4801/3. Wolseley retail dealers.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. High-cliffe 2275/6.

COVENTRY.-The Parkside Garage, Ltd., CROYDON (South).—C. W. J. Coles, Ltd., Station Garage, Blunt Rd. 7'el. Croydon 0074/5.

CROYDON.—Moore's Presto Motor Works, Ltd., Tam-worth Rd. & Derby Rd. Croydon 6004 (6 lines).

WOLSELEY DORKING.—Derking Motor Co., Ltd., Tel. Dorking 2256/7. Main dealers.

EASTLEIGH (Hants).—Station Garage. Tel. Wolseley retail dealers.

ENFIELD (Middx).-D. J. Shepherd & Co., Ltd., 454-6, Hertford Rd., Howard 1631, Retail dealers. FINCHLEY, N.S.—Pope's of Pinchley, 39-45, Ballards

GUILDFORD.—Coombs & Sons (Guildford), Ltd., Portsmouth Rd. Tel. Guildford 62907. KEW GARDENS (Surrey).—Westons Garage (Kew), Ltd., North Rd. Tel. Prospect 4479. Retail dealers. L EATHERHEAD.—Sandfords (Woodbridge), Ltd., 73.
Kingston Rd. Tel. Leatherhead 2744. Wolseles

LONDON, W.1.-K.D.M. & Cherrington, Ltd., 9,

LONDON, W.1.-R. Hardy & Son, 55, Marylebone High St. Hunter 0942. Retail dealers. L ONDON, W.1.—Poland Street Garage, 49-53, Poland St. Gerrard 9010. Wolseley retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane. Grosvenor 4772 & 4357. Dealers. L ONDON, W.1.—University Motors, Ltd., 80, Picca-dilly. Tel. Grosvenor 4141. Wolseley retail dealers.

L ONDON, E.S.-Leigh & Botfield, 14d., 24, London Lane, Hackney, Tel. Amherst 6116.

LONDON, S.E.10.—East Greenwich Garage, Ltd. 43-53, Trafalgar Rd. Tel. Greenwich 4776/7.

L ONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Brixton 2087/8/9. Wolseley retail dealers. L ONDON, S.E.26.—Hillier Motors, Ltd., 144-156, Dartmouth Rd. Forest Hill 9351/2 & 2432. Retail

L ONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Bloane Sq. Sloane 0436. Wolseley retail dealers.

LONDON, S.W.S.—R. C. Wimbush, Ltd., 312, Barls Court Rd. Fremantle 8401. Retail dealers.

L ONDON, S.W.6.—Tanner Bros. Motors, Ltd. (Est. 1918), 873, Fulham Rd., Fulham. Renown 4494. L ONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd., S. Kensington, Ken. 2477.

L ONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Pollards \$100. Retail

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Balham 6666, Retail

L ONDON, N.S. Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401.

LOUGHTON (Essex).—Brown's Garage (Loughton Ltd., 199, High Rd. Loughton 6262. Stockie

PUTNEY, S.W.15,-Robbins of Putney, Ltd., 96-98, Upper Richmond Rd. Putney 7881/5.

R EADING.—Cyril Sheppard of Reading. Tel. Son-ning 2345 (5 lines). Wolseley agents.

RICHMOND.—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Tel. 6441/3, Retail

RICKMANSWORTH, Herts.—Bridge Motors, Church St. Tel. Rickmansworth 2362. Wolseley dealers. R OCHDALE.—Ratcliffe Bros., Mount Green Garage, Halifax Rd. Tel. Littleborough 8151. Wolseley

ROMSEY (Hants).—Wrynams, Ltd. Tel. Romsey SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broad-field Rd. Tel. 52404/5. Wolseley retail dealers.

SLOUGH (Bucks).—George Bates (Garage), Ltd., Hartwell's Motors, Bath Rd. Tel. Burnham 400/1. SMETHWICK.-E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138,9.

STOCKBRIDGE (Hants).—E. C. Fenning & Son. Grosvenor Garage, Tel. 11, Wolseley retail dealers. TEDDINGTON (Middx) .- Guy Salmon Autom-

WALLINGTON (Surrey). - Jack Rose, Ltd., Stafford Rd. Tel. Wallington 6677/8. WARRINGTON.—Hawthorns Motor & Engineering Co. (Collins Green), Ltd., Penny Lane, Collins Green. Newton-le-Willows 2356. Retail dealers.

Winsford (Ches).-Dickinson Bros., High St. Tel. 2241/2 day, 3250 night.

YORK.-Micklegate Motor Co., Ltd., Micklegate Bar (Within), York 25388, Wolseley retail dealers SELF-DRIVE HIRE

HARROW (Middx).—Locomotors, Ltd., 84-88, Pinner Rd. Harrow 1092/3/4.

SEC

ALPERSON

CAMBRIDGE.—Cambridge Caravans, Rd. Tel. Cambridge 3095. Alper CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, nr. Northwich. Sandiway 2107. Distri-

HEREFORDSHIRE & MID-WALES.—King's Acre Caravans, King's Acre Halt. Hereford 2887 & 4161. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan,
HILLBOROUGH (Nr. Herne Bay).—Kent Caravan,
A229 at Chez Laurie Roadhouse. Herne Pay 1900, 1224.

WEMBLEY.—Venture Caravans, 27-51, Court
A229 at Chez Laurie Roadhouse. Herne Pay 1900, 1224.

Caravans, Moorville. Tel. Caravans, Moorvill

ALPERSON—Continued

KESGRAVE.—Paleon Caravans (C. J. Richarda, Ltd.),
distributors.

Tel. Kesgrave 53, Alperson

OXFORD.—Summertown Garages, 285, Banbury Rd. Tel. Oxford 59262. Alperson dealers. PORTSMOUTH—Hants & Dorset Caravan Service, Ltd., London Rd., Purbrook. Tel. Cosham 76952.

ARGOSY Caravans, Moorville. CARLISLE. Border WEMBLEY.-Venture Carayans, 27-31, Court Parade, East Lane, Tel, Arnold 5564 & 7737.

BERKELEY

ST. ALBANS.—St. Albans Caravan Centre, Ltd., Park Cambridge Caravana, 264, Newmarket St., Tel. 2291. Alperson distributors.

COMMERCIAL VEHICLES SPECIALISTS FOR - NEW CARS. CARAVANS 8

BERKELEY-Continued LEBOROUGH (Nr. Herne Bay). Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way at Chez Laurie Roadhouse). Herne Bay 1900, 1284. HURST GREEN (Sussex),—Covell's Caravans. Tel.

ILFORD (Essex).—Connought Cruiser Caravans, Ltd., 325-331, Righ Rd. Hford 2701, Berkeley distri-

ST. ALBANS.-St. Albans Caravan Centre, Ltd., Park St. Tel. 2291. Berkeley distributors.

TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maldenhead 3680. WATFORD.—Southern Caravan Distributors (Bushey), Ltd., School Lane, Bushey, Tel. Bushey Heath 1086. Berkeley distributors.

WEMBLEY.-Venture Caravans. 27-31. Court Parade, East Lane. Tel. Arnold 5564 & 7737.

BESSACAR

MAIFENHEAD (Berks) .-- X.L. Caravans, Ltd., Blue
Star Garage, Tel. Maldenhead 2747.

BLUEBIRD BOGNOR REGIS (Sussex). Copthorne Caravans, Rose Green Rd. Tel. Pagham 408. Bluebird main

HEREFORDSHIRE & MID-WALES.—King's Acre Caravans, King's Acre Halt. Hereford 2887 & 4161. Area dealers.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way, A229 at Chez Laurie Roadhouse). Herne Bay 1900, 1284. ILFORD (Essex).—Connought Cruiser Caravans, Ltd., 525-531, High Rd. Tel, Ilford 2701. Bluebird

KESGRAVE. - Falcon Caravans (C. J. Richards, Ltd.). Kesgrave, Ipswich. Tel. Kesgrave 53. Bluebird

KINGSTON UPON THAMES (Surrey).—Lightfoo Caravans, Wood St. Kingstom 6581 & 5874. Blue bird area dealers.

SOUTHALL (Middx).—Greenford Caravan Co., 150-152, The Broadway, Tel. Southall 6293. Bluebird

ST ALBANS. St. Albans Caravan Centre, Ltd., Park St. Tel. 2291. Bluebird distributors.

WEMBLEY -- Venture Caravans. 27-31, Court Parade, East Lane. Tel. Arnold 5564 & 7737.

CAMPMASTER
LLBOROUGH (Nr. Herne Bay).—Kent Caravan
Distributors, Sweechbridge Rd. (off Thanet Way,
at Chez Laurie Roadhouse). Herne Bay 1900, 1284. HILLBOROUGH Distributors TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 3680.

CARABODE WALTON-ON-THAMES.—Carahomes, 43-45. Church St. Tel. Walton-on-Thames 5903. Carabode

CAR TRAILERS ST. ALBANS (Herts),—Watling Joinery Works, Branch Rd., Parkstreet Village, Tel. Parkstreet

CHELTENHAM

PORTSMOUTH Hants & Dorset Caravan Service Ltd., London Rd., Purbrook, Tel. Cosham 76952.

COMMERCIAL WITHAM (Essex).—Parion Products, Ltd., Parion House, Tel. Witham 3328, Commercial distri-

COUNTRY LIFE
MAIDENHEAD (Berks).—X.L. Caravans, Ltd., Blue
Star Garage. Tel. Maidenhead 2747.

ROMSEY.—Country Life Caravan Co. Tel. Romsey 5185. Country Life distributors. WEMBLEY.—Venture Caravans, 27-31. Court Parade East Lane. Tel. Arnold 5564 & 7737.

CARLISLE.—Border Caravans, Moorville. Tel. Car-

HILLBOROUGH (Nr. Herne Bay).—Kent Caravar Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Roadhouse). Herne Bay 1900, 1284

DOVEDALE KINGSTON-UPON-THAMES (Surrey) Lightfoot Caravans, Wood St. Kingston 6381 & 5874. Dovedale area dealers.

MAIDENHEAD (Berks) —X.L. Caravans, Ltd., Blue Star Garage. Tel. Maidenhead 2747.

CARLISLE.—Border Caravans, Moorville.

SOUTHAMPTON.—Lansdowne Caravan Co., 23-27, Millbrook Rd. Tel. Southampton 21933, Eccles

TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 3680.

WATFORD.—Southern Caravan Distributors (Bushey), Ltd., School Lane, Bushey, Tel. Bushey Heath 1086. Eccles distributors.

ENSOR

WEMBLEY.-Venture Caravans, 27-31, Court Parade, East Lane, Tel. Arnold 5564 & 7737.

FAIRHOLME

CARLISLE.—Border Caravans, Moorville. Tel. OXFORD.—Summertown Caravans, 285, Banbury Rd. CARLISLE.—Border Carlisle 22723... CHESTER.—Crabtree Caravans, Ltd., Chester Rd. Oakmere, nr. Northwich. Sandiway 2107. Dis-

HEREFORDSHIRE & MID-WALES, -King's Acre Halt, Hereford 2887 & 4161.

GLIDER

NORTHAMPTON.—Northampton Caravans (Retail). Ltd., Kettering Rd. North. Tel. Moulton 2323 Glider distributors.

HARVINGTON

MAIDENHEAD (Berks) - X L. Caravans, Ltd., Blue Star Garage, Tel. Maidenhead 2747.

HOLIVAN JUNIOR WALTON-ON-THAMES.—Carahomes, 43-45, Church St. Tel Walton-on-Thames 5903. Holivan

JUBILEE

WEMBLEY.-Venture Caravans, 27-31, Court Parade, East Lane. Tel. Arnold 5564 & 7737.

KELSTON

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, nr. Northwich. Sandiway 2107. Dis-MAIDENHEAD (Berks) .- X.L. Caravans, Ltd., Blue Star Garage. Tel. Maidenhead 2747.

LYMPTON

MAIDENHEAD (Berks) -X.L. Caravans, Ltd., Blue Star Garage, Tel. Maidenhead 2747

LISSETT

ST. ALBANS.—St. Albans Caravan Centre, Ltd., Park St. Tel. 2291. Lissett distributors.

MARSTON

CAMBRIDGE Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge 3095, Marston distributors. CARLISLE.-Border Caravans, Moorville. Tel. Car-lisle 22723.

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, nr. Northwich. Sandiway 2107. Dis-

HEREFORDSHIRE & MID-WALES.—King's Acre Caravans, King's Acre Halt. Hereford 2887 & 4161.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Marston main dealers. L EEDS - Moortown Motors, Ltd., Regent St. Tel. 51894/5. Moortown caravan conversion. Sole sup-

PORTSMOUTH.—Hants & Dorset Caravan Service Ltd., London Rd., Purbrook. Tel. Cosham 76952

MAYFLOWER

WEMBLEY.-Venture Caravans, 27-31, Court Parade, East Lane, Tel. Arnold 5564 & 7737.

NENE VALLEY

CARLISLE.—Border Caravans, Carlisle 22725.

NORMANDIE CHESTER.—Crabtree Caravans, Ltd., Chester Rd. Oakmere, nr. Northwich. Sandiway 2107. Dis-

HEREFORDSHIRE & MID-WALES,—King's Acre Caravans, King's Acre Halt. Hereford 2887 & 4161. Distributors.

ILFORD (Essex).—Connought Cruiser Caravans, Ltd. 325-331, High Rd. Ilford 2701. Normandie dis

KINGSTON UPON THAMES (Surrey),—Lightfoot Caravans, Wood St. Kingston 6371 & 5874.

MAIDENHEAD (Berks) —X.L. Caravans, Ltd., Blue Star Garage. Tel. Maidenhead 2747. NORTHAMPTON.—Northampton Caravans (Retail), Ltd., Kettering Rd. North. Tel, Moulton 2323. Normandie distributors.

WEMBLEY.-Venture Caravans, 27-31, Court Parade East Lane. Tel. Arnold 5564 & 7737.

PALADIN

CAMBRIDGE Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge 3095. Paladin distributors. CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, nr. Northwich. Sandiway 2107. Dis-

HURST GREEN (Sussex).—Covell's Caravans.
Hurst Green 260. Paladin main dealers.

ILFORD (Essex).—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Ilford 2701. Paladin distributors. SOUTHAMPTON.—Landowne Caravan Co., 23-27.
Millbrook Road. Tel Southampton 21935. Pala-

ST. ALBANS.—St. Albans Caravan Centre, Ltd., Park St. Tel. 2291. Paladin distributors. TAPLOW (Bucks) .- Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 3680.

WATFORD Southern Caravan Distributors (Bushey), Ltd., School Lane, Bushey Bushey Heath 1086 Distributors

PEMBERTON

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, Nr. Northwich, Sandiway 2107. Dis-HEREFORDSHIRE & MID. WALES.—King's Acre Caravans, King's Acre Halt Hereford 2887 &

HILLBOROUGH (Nr. Herne Bay).—Kent Carav Distributors Sweechbridge Rd. (off Thanet W. A229 at Chez Laurie Roadhouse). Herne Bay 1900, 12

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Pemberton main dealers.

MAIDENHEAD (Berks).—X.L. Caravans, Ltd., Blue Star Garage. Tel. Maidenhead 2747. PORTSMOUTH.—Hants & Dorset Caravan Service, Ltd., London Rd., Purbrook, Tel. Cosham 76952.

SOUTHAMPTON.—Lansdowne Caravan Co., 23-27, Millbrook Road, Tel. Southampton 21935. Pem-berton distributors.

WEMBLEY.-Venture Caravans, 27-51, Court Parade, East Lane, Tel. Arnold 5564 & 7757.

PENARTH

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way, A229 at Chez Laurie Roadhouse). Herne Bay 1900, 1284.

PICADOR

CARLISLE. Border Caravans, Moorville, Tel. Car-lisle 22723.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way, A229 at Chez Laurie Roadhouse). Herne Bay 1900, 1284.

SAFARI

CAMBRIDGE.—Cambridge Caravans. 264, Newmarket
Rd. Tei. Cambridge 3095. Safari distributors. PORTSMOUTH.—Hants & Dorset Caravan Service, Ltd., London Rd., Purbrook. Tel. Cosham 76952. TAPLOW (Bucks).—Dumb-Bell Caravans, Ltd., Bath Rd. Tel. Maidenhead 3680.

WEMBLEY. - Venture Caravans, 27-31, Court Parade, East Lane, Tel. Arnold 5564 & 7737.

SILVER KNIGHT TRAILERS

SPRITE

WEMBLEY.—Venture Caravans, 27-31, Court Parade, East Lane, Tel. Arnold 5564 & 7737.

SUN REGENT

KINGSTON UPON THAM2S (Surrey).—Lightfoot Caravans, Wood St. Kingston 6361 & 5874. Sun

THOMPSON

CARLISLE.—Border Caravans, Moorville, Tel. Car-lisle 22725,

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, Nr. Northwich, Sandiway 2107, Dis-

WEMBLEY.—Venture Caravans, 27-31, Court Parade, East Lane. Tel. Arnold 5564 & 7737.

TRAVELMASTER

CAMBRIDGE.—Cambridge Caravans, 264, Newmarket St. Tel. Cambridge 5095. Travelmaster distri-

HEREFORDSHIRE & MID. WALES.—King's Acre Caravans, King's Acre Halt. Hereford 2887 & 4161. Distributors,

ST. ALBANS.—St. Albans Caravan Centre, Ltd., Park St. Tel. 2291. Travelmaster distributors. VOLKSWAGEN

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. Midland 4570 & 4577/8/9. Distributors. CROYDON, Donald Vince & Co., Ltd., 158-162, London Rd. Tel. Croydon 1147/8, Volkswagen retail

LONDON, W.1.—Stratstone, Ltd., 40, Berkeley St. Tel. Mayfair 4404, Volkswagen distributors.

WATLING

ST. ALBANS (Herts).—Watling Joinery Works, Branch Road, Parkstreet Village, Tel. Parkstreet

WELTON

NORTHAMPTON.—Northampton Caravans (Retail), Ltd., Kettering Rd. Morth Tel. Moulton 2323.

WILLERBY

CARLISLE. Border Caravans, Moorville, Tel. Car-

HEREFORDSHIRE & MID. WALES.—King's Acre Caravans, King's Acre Halt, Hereford 2887 & 4161. Distributors.

HURST GREEN (Sussex) .- Covell's Caravans, Tel. Hurst Green 260. Willerby distributors.

CARAVAN ACCESSORIES

BIRMINGHAM.—Chamberlain's 94. Gerrard St. Tel. LONDON, N.W.10.—Joy & King, 37. Chamberlayne Rd., Kensal Rise, Tel. Ladbroke 4661/2.

FOR - NEW CARAVANS COMMERCIAL

P.O. Box 111.

MATTRESSES Chamberlain's, 94, Gerrard St. Tel.

ST. ALBANS (Herts).—Self-Drive Caravans, Ltd., Branch Road, Parkstreet Village. Tel Parkstreet

WEMBLEY.-Venture Caravans, 27-31, Court Para East Lane, Tel. Arnold 5564 & 7737.

PARELLING & MOULDING

BIRMINGHAM.—Chamberlam's, 94, Gerrard St. Tel.

BIRMINGHAM.—Chamberlam's, 94, Gerrard St. Tel.

Northern 2195.

CARAVAN HIRE CARLISLE. Bord

CHELMSFORD - Sewell & King, Ltd., Springfield Rd. Tel. 2145 & 2250, ST. ALBANS (Herts) Self-Drive Caravans, L. Branch Road, Parkstreet Village, Tel. Parkstr

WEMBLEY. Venture Caravans, 27-31, Court Parade,

CTION AEHIC COM

AUSTIN A BERDEEN.—Aberdeen Motors, Ltd., Union Row. Tel, Aberdeen 29155 (4 lines). Austin distributors. ALTRINCHAM Arden & Bull, Ltd., Old Market Place. Tel. Alt. 2662/3. Austin retail dealers. BATTERSEA, S.W.S.—F. J. Keen & Son. Ltd., Queens Circus. Macaulay 3575. Austin retail dealers. BLANDFORD FORUM (Dorset).—Fiander's Garage,
Whitecliff Mill St. Tel. Blandford 57, Austin

CAMBRIDGE.—Marshalls (Cambridge), Ltd., Austin House, 18, Jesus Lane. Tel. Cambridge 4215. Dis-

DONCASTER. - Edwards Motors (Doncaster), Ltd., Station Garage. Tel. 2431/2/3. Austin dealers. EAST GRINSTEAD (Sussex) - Sargent's of East Grinstead (Engineers), Ltd., The Parade Works, Tel. 1456/7.

EXETER. -Locomotors, Ltd., 85-88, Sidwell St. Tel HARROW (Middx).—Lecomotors, Ltd., 84-88, Pinr Rd. Tel. Harrow 1092/5/4. Austin retail deale

LONDON. W.14.—Drayson Motors, Ltd., 1a, Ham mersmith Rd. Tel. Fulham 3425. L ONDON, E.10.—Bent-Marshall's Garage, 665-7, High Rd., Leyton. Tel. Leytonstone 4398.

LONDON, S.W.1.—C. G. Norman (Victoria), Ltd., 46-52, Vauxhall Bridge Rd., Victoria 2211. Austin

LONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acre Lane. Brixton 1155. Austin distributors. LONDON, S.W.2.—Wilson's Automobiles & Coachworks, Ltd., 56-38, Acre Lane. Brixton 4011. Re-

LONDON, S.W.S.-M. T. Lane Autos. 98-100, South Lambeth Rd. Macaulay 2546. Austin stocking

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98, Upper Richmond Rd. Putney 7881/5.

SMETHWICK.-E. E. Brown & Co. (Smethwick), Ltd., St. Paul's Rd. Tel. Smethwick 1138/9. SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Rd. Tel. 4035. Austin distributors.

WAKEFIELD.—Westgate Motors (Wakefield). Ltd., Austin House, Westgate. Tel, 4222/5. Austin dis-

WESTCLIFF-ON-SEA (Essex).—Southend Motor & Aero Co., Ltd., 648-656, London Rd. Southend 45222. Distributors.

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 76247. Retail dealers.

WIMBLEDON, S.W.19.—Wimbledon Motor Works. Ltd., 29, High St., Wimbledon Common, Tel. 0123. Distributors.

BEDFORD A BERGELE — Slater's Garages (Abergele). Ltd. Tel. Abergele 2346 (5 lines).

A MERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Station Approach, Little Chalfont. Ltttle Chalfont 2017.. Area dealers.

BRIDGWATER.—Real. Medland & Wills, Ltd., Mon-mouth St. Tel. 2639, Bedford main dealers. CAMBRIDGE.—Welch's Garage (Stapleford), Ltd., London Rd., Stapleford, Tel. Shelford 5017. Retail

COALVILLE. Forest Road Garage Co., Ltd., London Rd. Tel. Coalville 881/2. Bedford main

COLCHESTER. Spurling Motors. Ltd., North Hill Tel. 4261 & North Station Rd. Tel. 3924. Mair CRAWLEY (Sussex).—County Oak Service Station.

FARINGDON (Berks).—Eagle Motors (Faringdon)
Ltd., Station Rd. Tel. Faringdon 2261. Area

FINCHLEY, N.3.—Pope's of Finchley, 39-45, Ballards Lane. Tel. Fin. 0115/7. Main dealers.

LONDON, W.2.—Hamilton Motors (London), Ltd 466-490. Edgware Rd., Paddington. Tel. Padding ton 0022 (12 lines). LONDON, W.4.—Spurling Motors, Ltd., Bedford House, Chiswick High Rd. Chiswick 6741. Area

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edg. ware Rd., The Hyde. Colindale 7171 (15 lines).

LONDON, E.1.—Spurling Motor Bodies, Ltd., 176-9.
Shoreditch High St. Shoreditch 8433. Main

LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Ter-minal House, 80, Clapham Rd. Reliance 4211 (10

MANCHESTER, 8.—Syd Abrams, Ltd., Waterloo Rd. Tel. Broughton 4321 (7 lines). Bedford retail

PUTNEY, S.W.15,—Robbins of Putney, Ltd., 96 & 98. SUTTON (Surrey).—Benhill Motors, Ltd., Bedford House, High St. Vigiant 0167/8. Main dealers.

B.M.C.

LONDON, W.1.—University Commercials & Coachwork, Ltd., 80, Piccadilly. Tel. Grosvenor 4141.

B.M.C. retail dealers.

COMMER A BERGELE.—Slater's Garages Abergele 2546 (3 lines).

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Dig-beth, Tel. Midland 4570, 4577/8 9. Retail dealers. BIRMINGHAM, 27.—Central Garage (Olton), Ltd., 2, Warwick Rd., Olton, Aco. 3564 & 0062. Retail

dealers.

COULSDON.—H. Harmer (Coulsdon), Ltd., 272, Chip-stead Valley Rd. Tel. Downland 2255.

CROYDON.—Manton Motors. Ltd., 23-59, Shirley Rd. Tel. Addiscombe 5051.6.

CROYDON.—Smith Auto Co. Ltd., 145, London Rd. Tel. 2115. Commer retail dealers.

GILLINGHAM (Kent).—Ball of Gillingham, Ltd., London Rd. Tel. Gillingham 5545. Commer main

GODALMING (Surrey).—Station Garage, Farncombe Tel. Godalming 143. Commer agents. GOSPORT (Hants).—Aldridge & Riddle (Gosport)

HARROW (Middx) -Ruffells Motors (Harrow), Ltd. 185, High St., Wealdstone, Harrow 6421/3, Com-

mer area dealers.

LONDON, N.W.6.—M.T. Garages, Ltd., 409, Kilburn High Rd. Maida Vale 4801/2/5. Retail

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 8585. Commer area NEEDHAM MARKET (Suffolk).—Burlington Motors.

NEWTON MEARNS - Andersons (Newton Mearns), Ltd., 268, Ayr Rd. Newton Mearns 2271, Main ROMFORD (Essex).—The Links Garage, Collier Row.

SUTTON COLDFIELD - Wylde Green Eng. Co., Ltd., Wylde Green Garage, 166, Birmingham Rd. 1681/2.

TEDDINGTON .- A. V. Motors, Ltd., 1-15, Park Rd., Tel. Moi. 4684. Commer retail dealers.

WESTON-SUPER-MARE (Somerset).—Richard Ivens & Co., Ltd., 6, Milton Rd. Tel. 3697. Retail

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Rd. Tei, 2598. Commer main dealers.

DODGE
OS. Motors (Exeter), Ltd., 84, Sidos. Motors (Exeter), Distributors.

Coach-EXETER.—Long Bros. Motors (Exeter), Ltd., 84, Sid-well St. Tel. 75055 (2 lines). Distributors. ONDON, W.1.—Dintyersity Commercials & Coach-tributors London-Herts and Kent.

GUY otors (Hull), Ltd., George St. HULL.-Northwood Motors Tel. Hull 53822. Guy di

KARRIER on Motors, Ltd., 23-39, Shirley scombe 6051-6. CROYDON.-Mant GOSPORT (Hants).—Aldridge & Riddle (Gosport).
Ltd., 15, Clarence Rd. Tel. 88066, Appointed dealers. LONDON, S.E.15,—Carris Motors, Ltd., Lewisham Bridge, Tel. Lee Green 8585, Karrier area dealers.

MORRIS BANSTEAD.—Prospect Garage (Banstead), Ltd., Brighton Rd. Tel. Burgh Heath 2202/3. Retail

EPSOM.—Wilsons Automobiles & Coachworks, Ltd., LONDON. S.W.2.—Wilson's Automobiles & Coach-works, Ltd., 56-58, Acre Lane. Brixton 4011. Retail dealers.

MORRIS-COMMERCIAL

ALTRINCHAM.—Arden & Bull, Ltd., Old Market Place, Tel, Ait. 2662/63. Morris-Commercial

A SHFORD (Middx).—Herd's Garage & Eng. Co., Ltd., 404, Staines Rd. West. Tel. 2084 & 3908. Retail dealers. BATH (Somerset).—The Bath Garages, Ltd., James St., West. Tel. 3255 (5 lines). Distributors.

CROYDON.—Moore's Presto Motor Works, Ltd.. Tamworth Rd. and Derby Rd. Croydon 6004 (6 lines). Retail dealers.

K NUTSFORD.—Bucklow Garage, Ltd., Bucklow Hill.

Bucklow Hill 3227. Morris-Commercial stocking

tracer.

ONDON, W.1.—University Commercials & Coachwork, Ltd., 80, Ficcadilly. Tel. Grosvenor 4141.

Morris-Commercial retail dealers.

L ONDON, R.S.—Lyne, Frank & Wagstaff, Ltd., 165, Tottenham Lane, Crouch End. Mountview 4401. Retail dealers.

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broad-field Rd. Tel. 52404/5. Morris-Commercial retail

SLOUGH (Bucks).—George Bates (Garage), Ltd Hartwell's Motors, Bath Rd. Tel. Burnham 400/ SMETHWICK — E. E. Brown & Co. (Smethwick) Ltd.,
St. Paul's Rd. Tel. Smethwick 1138/9.
WOLVERTON (Bucks) — W. G. Sellick & Son, Newport Rd. New Bradwell. Wolverton 5117. Re-

YORK -- Micklegate Motor Co., Ltd., Micklegate Bar (Within), York 25388, Morris-Commercial retail

PERKINS (SIGNHOLDERS) BIRMINGHAM, 5.—Smithfield Garage, Lt. Tel. Midland 4570 & 4577/8/9. Retail BRIDGWATER.—Real, Medland & Wills, Ltd., Mon-mouth St. Tel. 2659. Perkins signholders. LONDON, W.1.—University Commercials & work, Ltd., 80, Piccadilly. Tel. Growen Perkins signholders.

RELIANT CHELMSFORD.—Sewell & King, Ltd., Springfield Rd. Tel 2145 & 2230. Reliant distributors.

SCAMMELL ONDON, S.W.9.— minal House, 80, les). Main dealers Keith & Boyle (Ldn.), Ltd. Ter-Clapham Rd. Reliance 4211 (19

SEDDON DONCASTER.—Edwards Motors (Doncaster), Ltd., Station Garage, Tel. 2431-2-3, Seddon distributors.

STANDARD MERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Standard House, Tel. Amersham 870. Distributors.

COVENTRY.—S. H. Newsome & Co., Ltd., Corpora-tion St. Tel. 5061.

CROYDON.—Carrs Auto Sales, Ltd., Standard House,

EPSOM.—Wilsons Automobiles & Coachworks, Ltd., I, Dorking Rd. Tel. 3901. Retail dealers.

LONDON, W.3.—Acton Town Garage, Ltd., Gunnersbury Lane Acton. Tel. Acorn 4225.

LONDON, S.W.2.—Wilson's Automobiles & Coachworks, Ltd., 36-38, Acre Lane. Brixton 4011. Retail dealers.

SIDCUP (Kent),-Hatherley Garage (Sidcup), Ltd., Hatherley Rd. Tel, Foots Cray 1126,9, Area

UPPER NORWOOD.—Selhurst Park Garages, 46-48, Church Rd., S.E.19, Tel, Livingstone 2606.

WESTCLIFF-ON-SEA (Essex),—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247.

BOURNEMOUTH. P. English, Ltd., Poole Rd. Tel.

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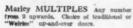
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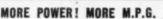
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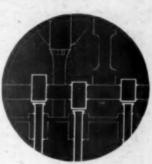
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